

Official and Classified ADVERTISEMENTS

Continued from Page 15

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MOVING into choppy waters off the Wolf Rock is the Penzance-registered *Heather Armored* on a mackerel line fishing trip.

The attraction of the mackerel for boats from the north has brought big problems for the small Devon and Cornish line boats. In this special issue of *Fishing News* we focus on the south-west's fishing industry, starting page 11.

£116,000 -new world record trip

THE BIG Icelandic stern trawler *Ogri*, which broke the UK earnings record at Grimsby last November with £98,540 from 2,872 kts, claimed a new world record for a wet fish trawler last week.

Landing in Germany on October 18, the vessel grossed a giant £116,000 from 4,300 kts. Last year *Ogri* snatched her UK record with a superb catch of cod and haddocks, but she is claiming her world record from a massive catch of coley and redfish. These are both popular species on the continent.

SILKIN SLAMS EEC'S POLICY

THE GOVERNMENT is considering a unilateral ban on pout fishing off north-east Scotland. This is a result of the failure of EEC Agricultural Ministers in Luxembourg to agree an extension on the ban currently in force.

The ban is aimed at preventing by-catches of immature haddock and whiting.

Mr. Bruce Millan, secretary for State for Scotland, said in Luxembourg on Tuesday, that there was little doubt that the ban would go on.

The European Commission had considered that extending the ban until the end of this year, but this was only supported by Britain and Ireland.

The only success from the meeting for Britain was agreement that the North Sea herring ban should go on until the end of the year. There may be some small exceptions to the herring ban and these will be discussed at a meeting next month.

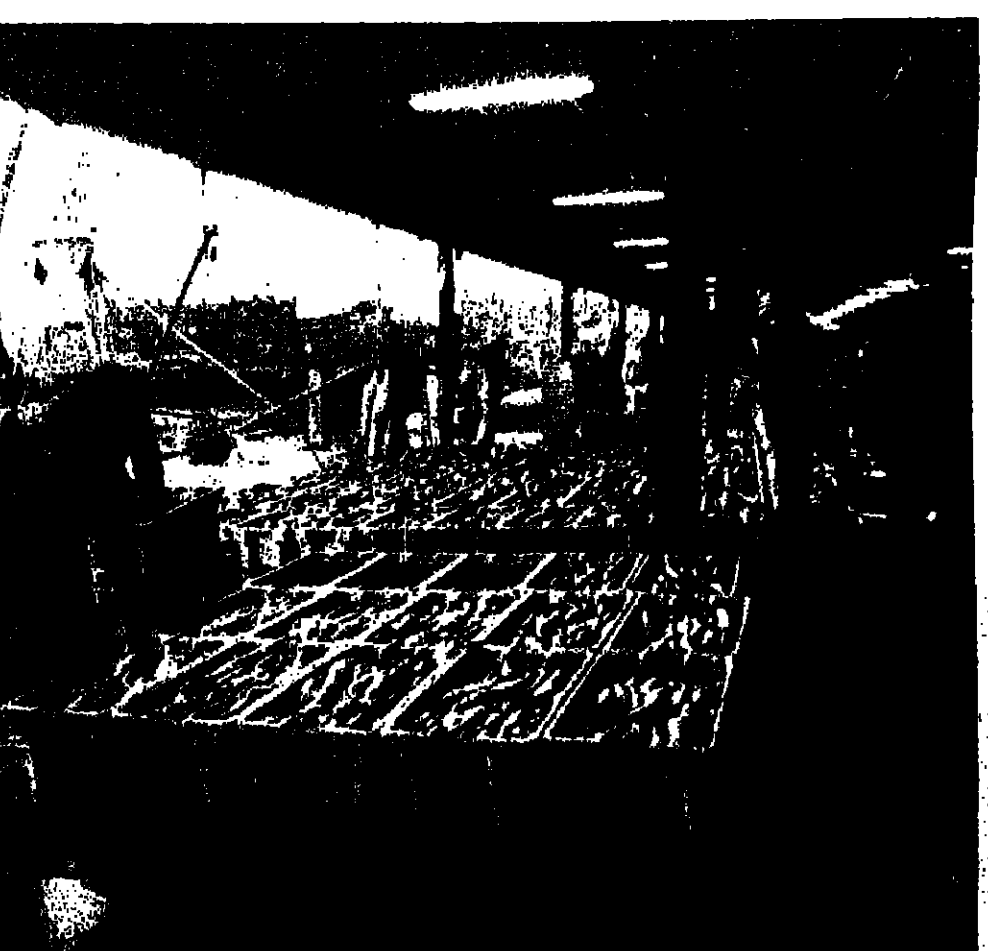
Minister of Agriculture and Fisheries, John Silkin, made it clear that proposals for revision of the Common Fisheries Policy were completely unacceptable to British fishermen. The proposed quotas would leave Britain with a big deficit on her present catch, and a 12-mile limit would give British fishermen a big deficit on their present catch.

Mr. Silkin continued: "We must have a survival quota or we die." He discussed the matter with the other Ministers.

Mr. Silkin went on: "The United Kingdom welcomes the Commission's reliance on the 'scientific' advice from the International Council for the Exploration of the Sea in fixing the total allowable catch. I have always held that we must have regard to the biological situation for next year with the sea as these things."

Britain's top trawlingmen rely on Shell to help them bring home a consistently fine catch. And once in port, they look to Shell again for the on-the-spot servicing today's fishermen need.

At Grimsby, Lowestoft, Letchworth, Hull and Aberdeen, Shell are the main bulk oil suppliers. Elsewhere, they're ready at the dockside of every major fishing port. Given while you wait sea, Shell technology is on call. Extensive research facilities are there to help you. With as much at stake, it pays to risk Shell.



Shell is catching

Shell marine oils are as much a part of the sea as these fish. Britain's top trawlingmen rely on Shell to help them bring home a consistently fine catch. And once in port, they look to Shell again for the on-the-spot servicing today's fishermen need. At Grimsby, Lowestoft, Letchworth, Hull and Aberdeen, Shell are the main bulk oil suppliers. Elsewhere, they're ready at the dockside of every major fishing port. Given while you wait sea, Shell technology is on call. Extensive research facilities are there to help you. With as much at stake, it pays to risk Shell.

SHELL MARINE OILS

Fish lab man on German krill voyage

ANDREW MILLS (34), a senior scientific officer at Hull's Humber-side Laboratory for Fish Technology, is going on a krill fishing trip.

He is expected to be the only British observer aboard the West German research trawler *Walter Herwig* when she leaves Buenos Aires for the Antarctic to investigate how best to use this shrimp-like crustacean.

Mr. Mills remarked that krill is one of the last unexploited marine resource and it is thought that up to 100 million tons a year could be taken.

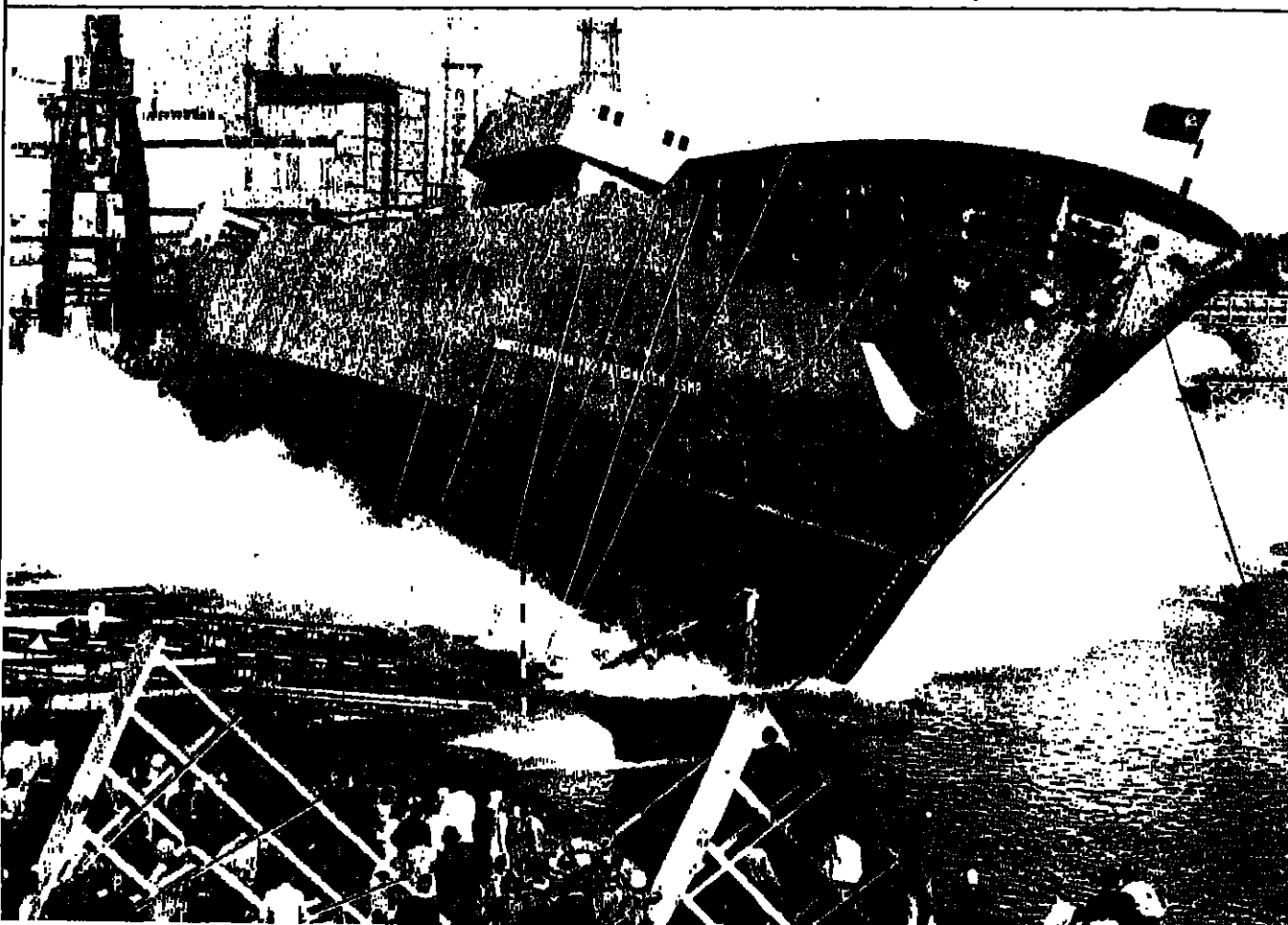
The Russians and Japanese, he said, had done a lot of research on krill in the past ten years.

The trip by the West German research ship is designed to find out how best to use krill which has an average length of 2in. Also being tested will be an American machine which can peel krill. Cooked krill which could then be used as soup.

Mr. Mills added that he is going with the Germans because it was felt that Britain should keep an eye on the development of new processes.

He expected to be away eight or nine weeks and be back on Humber-side in time for Christmas.

TRAWLERS FISH ON IN DISPUTED ZONE



Above: *Sprut* — prototype of a 3,550 ton factory ship — being launched for Russia earlier this month. Meanwhile the British deepsea fleet is contracting fast.

A FLEET of British trawlers was back fishing on the Tiddly Bank, off Norway's North Cape, on Monday after being ordered out of the area last week.

It was the Russians who gave over a dozen British skippers orders to leave the area which has, for some time, been the subject of a wrangle between Norway and Russia.

Talks have been progressing on jurisdiction in the 23,000 sq. mile area, which both countries have claimed belongs to them.

However, it was the Norwegians who came to the rescue of the British fleet.

They told skippers to tell the Russians that Norway has given the permission to fish the area in agreement with the EEC.

The British Fishing Federation has lodged a protest over the incident with the British Government.

Mackerel ship hit by gales

BAD WEATHER has hampered supplies of mackerel to an East German factory ship moored off Plymouth.

This is an operation similar to the one carried out successfully by a Russian ship off the west coast of Scotland during the summer.

A consortium of Humber trawler owners are using their vessels to fish for the East German under a deal arranged by Joint Trawlers International of Reigate, Surrey.

The local Plymouth firm of Pesco Fisheries is also supplying the factory ship.

Russia still buys giant ships

RUSSIA has ordered another series of giant 'fish anywhere' factory ships despite 200-mile limits chopping down their operating areas.

For most countries the era of new ships over 150ft. long is now dead. But the Poles have just launched the prototype of a 386ft. long B-400 series ship for Russia at Gdansk.

The B-400 prototype — named *Sprut* — is a factory

She is designed to operate in hot and cold climates using both bottom and pelagic trawls, also to process fish into frozen blocks, fish meal and liver oil. There is also canning equipment.

The fish are delivered to one of five processing lines where they undergo eviscerating, heading, skinning, filleting and are transferred to the freezing compartment.

There is a separate line for the production of 12,000 cans of fish a day. Most of the

Turn to page 32

Third for fleet

LOWESTOFF'S fleet has been boosted by three new arrivals.

Following the arrival at Lowestoft of the Castletown-registered *Penguin*, another west coast inshore vessel has arrived to work from Lowestoft. She is the Ballantyne-registered *Corina*.

The 21-ton steel-built and

former Continental vessel has recently been working in the Fleetwood area.

Another arrival to work from the port — this time from Grimsby — is the steel stern fisher *Mohave*. Owned by the Delga Fishing Co. Ltd. of Grimsby, it is expected that she will be managed at Lowestoft by Ness Point Fisheries.

COMMENT

ALL THAT the EEC talks in Luxembourg this week have achieved is to underline the long held suspicion that our partners are out to grab an inordinate share of the fish stocks around our coast.

On a simple issue like the shut-down of the port box off north-east coast of Scotland, the British Government is now being forced into the position of taking unilateral action. What is going to happen when the bargaining gets down to the problems of conservation on other major species, hardly bears thinking about.

It has been noticeable over the past two turbulent years how it has been British and Irish fishermen who have been protesting, blockading and marching in opposition to the EEC's proposals for revision of the Common Fisheries Policy. Not a peep has been heard from other market fishermen — they knew it was all going their way.

By offering the palliative of £65m. to compensate for the severe contraction of fishing, the EEC Commission shows how out of touch it is with the depth of feeling among people who stand to lose a way of life that has been part of them for generations — and should be there for generations to come.

It has been a long time since the fishing industry has been able to admire the actions of its Government on major international issues. This time the Minister, John Silkin, seems to be saying the right thing at the right time.

As far as Britain and Ireland are concerned, they have been cast in the role of renegades when it comes to getting agreement on the CFP. Now the fears are that a free-for-all will develop in the EEC pond next year with Britain and Ireland being accused of provoking it.

The only course now open for Britain if a free-for-all should develop is to take unilateral action in establishing a 50-mile exclusive limit.

A CHANCE MISSED

THIS WEEK we focus on the fast developing fisheries of the south-west. While the fleet and the fisheries in this area continue to expand, the growing pains have been uncomfortable.

The prize of the huge mackerel stocks in this area has brought about bitter feuds within the whole of the British fishing industry. In this situation, the Producer Organisations have had a chance to display a sensible approach to regulating fishing. This chance has been turned down.

Now it seems the Government is prepared to

move in with its own stringent form of quota control, leaving the credibility of the POs undermined.

With its rich stocks of mackerel and shellfish the south-west will continue to play an increasingly important role in fishing. The special consideration that the EEC has promised to give to the fishermen of northern Britain will be just as vital in this area of the south.

fishing news

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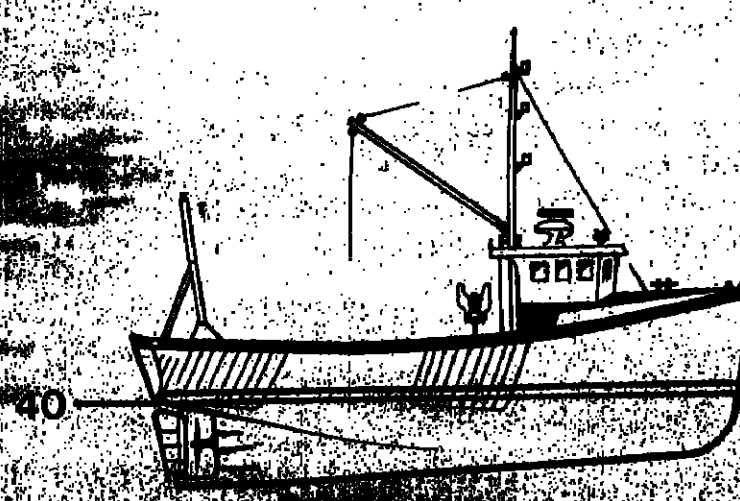
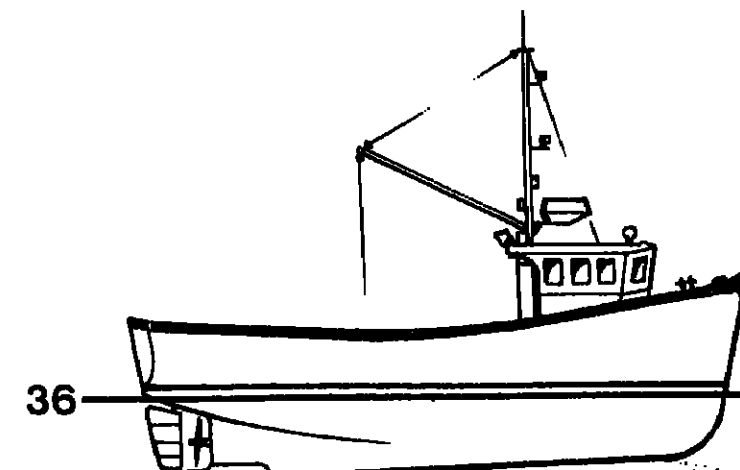
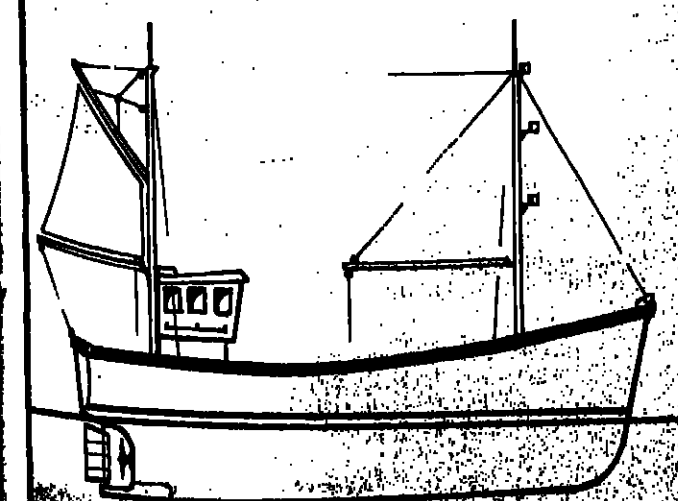
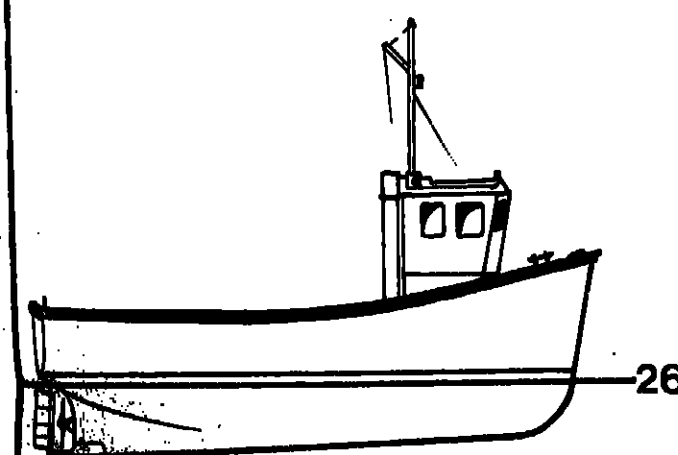
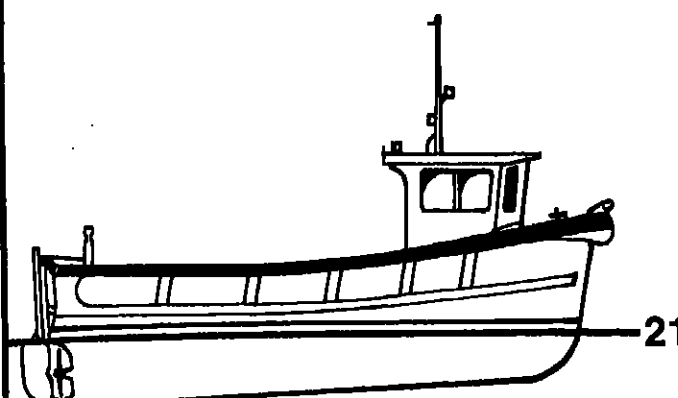
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For full details contact Chris Brook, Cygnus Marine Ltd., Treorchy Industrial Estate,

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£4,300,000 takeover

THE HULL-based Trawler Fish Supply Co. Ltd., originally set up as a fish wholesaler is to be sold for £4,300,000.

The buyer is United Biscuits Ltd., but the purchase is still subject to legal agreements.

If the takeover goes as planned TFC's 300 staff would not be changed and the company would continue to operate as at present.

TFC Foods was founded by chairman John McCann's father and uncle.

It began as fish wholesalers, trading as McCann Bros, later catering for hotels. It was then the company changed to TFC.

EXPORT REFUNDS

THE EEC Commission has made the following changes to the export refunds payable for export of certain fish products to third countries. The new rates will apply from October 29, 1977, until further notice.

Product Exported	New Rate Units of Account per 100 kg	Previous Rate Units of Account per 100 kg
Frozen cod, fillets	1.0	1.5
Frozen mackerel, whole	6.0	5.0
Dried and salted cod	10.0	15.0

Conversion rate £1 = 1.7560 U.A.

The export refund for dried and salted saithe (whole, headless or in pieces), exported to Congo-Brazzaville, Gabon, Zaire, Jamaica, Trinidad, Barbados, Windward and Leeward Islands, Panama, Surinam and Dominican Republic) remains unchanged at 15 u.a./100 kg.

Applications for payment of export refunds should be made to the Intervention Board for Agricultural Produce, Fountain House, 2 West Mall, Reading, Berkshire RG1 7QW.

GOOD PERFORMANCE



Corralach — trials with new engine have been successful.

THE SEINER, *Corralach* is the first Grimsby-based boat to be fitted with a Scania BS11 diesel engine.

The 59ft. wooden hulled vessel, built in 1940, performed well last week, with the new engine. She achieved a top speed of 12.6 knots and a mean average of 8.27 knots over the measured mile.

The engine develops 235 bhp at 1800 rpm and is coupled to a Twin Disc MG 509 reverse gear which drives a Hundedst variable pitch prop. A forward mounted PTO is used to power winches and other ancillary equipment.

Suppliers of the unit were Scania dealer, Scanlink Ltd.

GEORGE COCKBURN has taken over the job of area manager based in Glasgow with Marconi Marine, a GEC-Marconi Electronics company. Mr. Cockburn succeeds William Rattray.

Merchants angling for Iceland ships

ATTEMPTS have been made for Icelandic vessels to land their catches at Fleetwood.

Fleetwood Fish Merchants' Association have been holding talks with an Icelandic businessman, Mr. Helgi Zoega.

This controversial news burst upon the port last week when Alan Welsh, FFMA president, said: "To survive the port needs fish and Iceland can supply it. It is time to forget about the past and get on with today's living, keeping men in work and businesses going."

"For Fleetwood it could well be a major port — or die as a major port. The position is that serious." He said that the port was in the grip of a ruinous fish shortage and called for the lumps to call off their embargo on Icelandic fish.

Mr. Zoega said that he did not want trouble with unions or the people of Fleetwood and if the town did not want the Icelanders they would go elsewhere.

He said he firmly believed that after West Germany's fishing agreement with Iceland ended on November 29 no foreign trawlers would ever fish in Icelandic waters again.

An agreement over landing could help put Fleetwood back on the fishing map. If such an agreement was reached one ship a week could soon be sent in with between 1,200 and 2,400 kts. As merchants built up their trade this could be increased to two ships during a week, he added.

Mr. Welsh said he thought that it was time

the British fishing industry forgot about getting back into Icelandic waters.

He said: "We feel that unions or anyone else who thinks that Britain should hold out on Icelandic imports until they allow us a quota in their waters are wishing for the moon and spilling our own face".

But there was some angry reaction from the owning side of the port over the move. Jim Cross, Fleetwood manager for J. Marr and Son Ltd., said: "I have seen our fleet and fishermen pushed from Icelandic grounds which they pioneered and fished for generations."

In vessels often designed for distant-water use they have tried to scratch a living from home waters and even there they are being shouldered out by Common Market vessels. So you can't expect people in the fishing industry to be jumping with joy at Icelanders being given a free hand.

"If Iceland wants to put her fish into Britain they should be prepared to concede a little. The EEC should demand a tit-for-tat deal with Iceland or ban Icelandic fish from the Common Market."

These sentiments were echoed by Mark Hamer, general manager of the Fleetwood Fishing Vessel Owners' Association. He said: "If they want the advantage of our markets they should be prepared to negotiate a reciprocal agreement. The livelihood of our companies and fishermen were badly

affected by Iceland's actions and the feelings of well-being of trawlermen should be considered."

Alf Davies, district organiser for the Transport and General Workers' Union, said he believed that before Icelandic landings were allowed there should be negotiations to secure a British presence in Icelandic waters for British vessels.

Mr. Walter Clegg, MP for North Fylde, said he did not think any decision should be taken until the outcome of the EEC Council of Ministers talks fishing. He did not want to see Fleetwood fish market dependent on whims of a foreign nation.

HERRING CHARGES

SKIPPER of the Aberdeen-registered purse seiner *Quo Vadis* to be charged with leading illegal herring to Plymouth.

The herring was alleged brought in last week.

The Ministry of Agriculture is considering prosecution against another purse seiner, which it claimed, was also involved. The first case is expected to come up next week.

Under EEC regulations herring fishing is banned in the south west coast of England and in the Celtic Sea until December 31. This line with the North Sea fishing ban.

'Freebooter' slips

ORSINO, now heading the British Freezer Trawler Challenge Competition for a fourth successive month, is one of three Hull-based freezer trawlers destined to operate out of Western Australia in the near future.

Already *Othello* is on her way there and, at present, *Orsino* is mackerel fishing in home waters. *Cassio* also goes to Australia in due course, and is in Norwegian waters at the moment.

Orsino will continue fishing out of Britain until the beginning of December and is expected to leave for Australia in mid-December.

Skipper Albert Reeve took over the command of this vessel from Skipper Dick Spencer when the latter joined *Othello* on her departure

for Australia. It has not yet been announced who will command *Orsino* when she sails south.

At present *Orsino*'s closest challenger in the British Freezer Trawler Challenge Competition is *Marr's Southella*, which recently took second place from Boyd Line's *Arctic Freebooter*, now down to fourth.

Orsino, however, is 422 points ahead of *Southella*, 3,465 points ahead of *Arctic Freebooter*, which has risen from fifth to third.

Of the top twenty positions detailed below all but one are held by Hull-based vessels, the exception being *Grimsby-based Inverclyde*. Places held in the previous monthly table appear in brackets.

	Tonnage	Points
1. (1) <i>Orsino</i> (BUT)	2,918.0	20,620
2. (3) <i>Southella</i> (Marr)	1,550.5	22,561
3. (6) <i>Dane</i> (BUT)	1,498.9	22,450
4. (2) <i>Arctic Freebooter</i> (Boyd)	1,800.7	22,000
5. (4) <i>Northella</i> (Marr)	1,600.5	21,018
6. (7) <i>Princess Anne</i> (Boston)	2,408.2	19,893
7. (11) <i>Farnella</i> (Marr)	1,947.1	19,776
8. (12) <i>St. Jasper</i> (Hamling)	1,402.4	19,165
9. (8) <i>Arctic Freebooter</i> (Boyd)	1,799.4	19,066
10. (9) <i>St. Jason</i> (Hamling)	1,551.0	18,370
11. (10) <i>St. Fred Parke</i> (Boston)	1,551.0	17,900
12. (13) <i>St. Jerome</i> (Hamling)	1,551.0	17,900
13. (14) <i>Kirkella</i> (Marr)	1,551.0	17,900
14. (15) <i>Pict</i> (BUT)	1,551.0	17,900
15. (16) <i>Kurd</i> (BUT)	1,551.0	17,900
16. (17) <i>St. Benedict</i> (Hamling)	1,551.0	17,900
17. (18) <i>Arctic Raider</i> (Boyd)	1,551.0	17,900
18. (27) <i>Jumella</i> (Marr)	1,551.0	17,900

20. *Marr's Southella* (Marr) 1,551.0 17,900

EEC QUOTA SHARE-OUT

THESE are the EEC's proposed quotas for 1978 on some species.

TAC: total allowable catch.

NORTH SEA HADDOCK: TAC 89,810 tons, Belgium 1,145 tons, Denmark 19,666 tons, W.Germany 2,385 tons, France 3,848 tons, Netherlands 5,218 tons, U.K. 67,348 tons.

NORTH SEA PLAICE: TAC 91,795 tons, Belgium 4,469 tons, Denmark 22,236 tons, W.Germany 4,469 tons, France 1,997 tons, Netherlands 33, 805 tons, U.K. 24,819 tons.

NORTH SEA WHITING: TAC 146,029 tons, Belgium 3,451 tons, Denmark 66,243 tons, W.Germany 2,547 tons, France 25,183 tons, Netherlands 12,890 tons, U.K. 35,715.

NORTH SEA SPRATS: TAC 298,350 tons, Denmark 232,240 tons, W.Germany 1,321 tons, Netherlands 928 tons, U.K. 61,861 tons.

NORTH SEA MACKEREL: TAC 28,442 tons, Belgium 240 tons, Denmark 19,453 tons, W.Germany 240 tons, U.K. 390 tons.

233 tons, France 2,128 tons, Netherlands 1,742 tons, U.K. 4,646 tons.

WEST OF SCOTLAND, IRISH SEA, BRISTOL CHANNEL, WEST AND SOUTH IRELAND, BAY OF BISCAY MACKEREL: TAC 219,082 tons, Belgium 15 tons, W.Germany 581 tons, France 49,866 tons, Ireland 18,850 tons, Netherlands 22,296 tons, U.K. 127,484.

ENGLISH CHANNEL PLAICE: TAC 3,100 tons, Belgium 140 tons, France 1,745 tons, U.K. 1,159 tons.

ENGLISH CHANNEL SOLE: TAC 1,500 tons, Belgium 155 tons, France 900 tons, U.K. 419 tons.

BRISTOL CHANNEL PLAICE: TAC 400 tons, Belgium 83 tons, France 81 tons, U.K. 250 tons.

BRISTOL CHANNEL SOLE: TAC 800 tons, Belgium 343 tons, France 86 tons, U.K. 163 tons.

IRISH SEA SOLE: TAC 1,400 tons, Belgium 624 tons, France 130 tons, Ireland 40 tons, Netherlands 208 tons, U.K. 390 tons.

NORTH SEA SOLE: TAC 8,000 tons, Belgium 768 tons, Denmark 384 tons, W.Germany 320 tons, France 224 tons, Netherlands 5,888 tons, U.K. 384 tons.

NORTH SEA COD: TAC 197,944 tons, Belgium 13,498 tons, Denmark 38,117 tons, W. Germany 22,449 tons,

France 15,359 tons, Netherlands 24,168 tons, U.K. 84,353 tons.

WEST OF SCOTLAND HADDOCK: TAC 10,400 tons, Belgium 26 tons, Denmark 8 tons, W. Germany 17 tons, France 1,733 tons, Ireland 1,000 tons, Netherlands 17 tons, U.K. 7,589 tons.

WEST SCOTLAND

and ROCKALL WHITING: TAC 16,800 tons, Belgium 9 tons, W.Germany 1 tons, France 2,259 tons, Ireland 4,056 tons, Netherlands 157 tons, U.K. 10,117 tons.

ROCKALL COD: TAC 118 tons, Belgium 1 ton, France 3 tons, U.K. 114 tons.

ROCKALL HADDOCK: TAC 1,995 tons, Belgium 24 tons, France 3 tons, U.K. 1,968 tons.

WEST OF SCOTLAND COD: TAC 18,958 tons, Belgium 77 tons, W. Germany 1 ton, France 6,057 tons, Ireland 1,905 tons, Netherlands 12 tons, U.K. 10,908.

ROCKALL COD: TAC 118 tons, Belgium 1 ton, France 3 tons, U.K. 114 tons.

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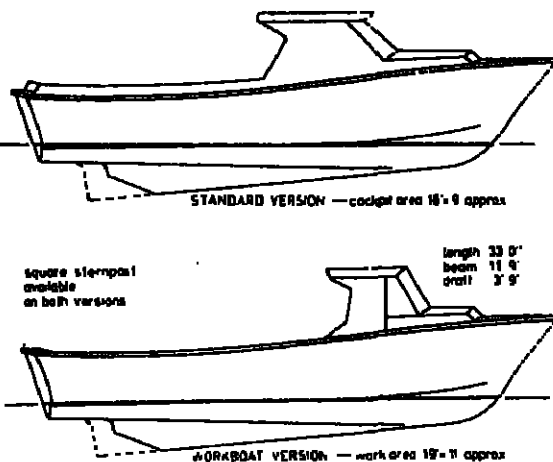
ROCKALL COD: TAC 118 tons, Belgium 1 ton, France 3 tons, U.K. 114 tons.

ROCKALL HADDOCK: TAC 1,995 tons, Belgium 24 tons, France

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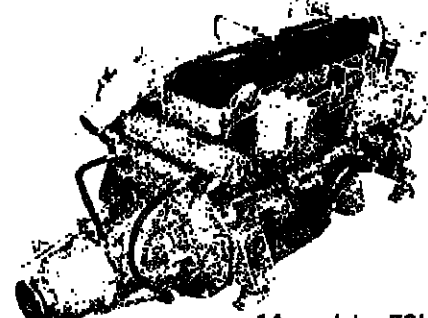
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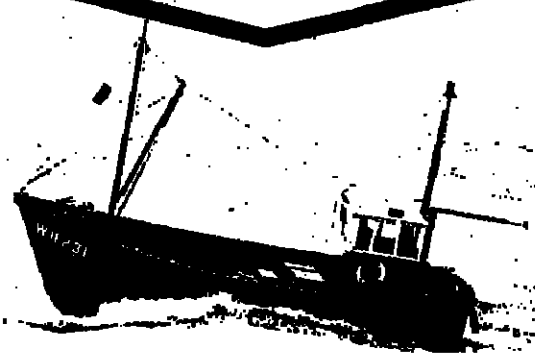
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Grimsby's six-point survival plan

IN AN EFFORT to boost the flagging fortunes of the fishing industry at Grimsby, vessel owners, fish merchants and union officials have joined with Grimsby Borough Council and the town's MP, Austin Mitchell, to draw up a six-point plan for survival.

After the meeting last week, details of the plan were despatched to MAF minister, John Silkin, by Grimsby's Chief Executive and Town Clerk, Fred Ward. It was hoped he would use the demands, including an exclusive 50-mile UK fishing zone, as a guideline at this week's important EEC meetings on renegotiation of the CFP.

The Grimsby plan comprised the following:

1) An end to the uncertainty of waiting for the new CFP.

2) The introduction of adequate and effective conservation measures.

3) The insistence of an adequate share for the UK of resources in EEC waters (bearing in mind the UK already contributes 80% of these).

4) An exclusively controlled UK fishing zone up to 50 miles.

5) Long-term reciprocal agreements with Norway, north and south of 62° latitude.

6) Special treatment under the CFP for communities with a dependence on fishing (for which Grimsby feels it stands out alone as the major

port, within the UK, most affected).

After the meeting Mr. Ward stressed the demands had been drawn up as the minimum requirement, if the prosperity of Grimsby was not to be wrecked under a Common Fisheries Policy.

He added: "And rather than give in to the demands of our Common Market partners we would hope that the British would take unilateral action to force their hands as other countries have done."

The meeting, chaired by the Mayor of Grimsby, will reconvene shortly to discuss the Icelandic situation.

Retired fisherman turns folk singer

THERE can't be many people who at the age of seventy-four make their first LP record, appear at a major folk festival on the same stage as such top name performers as Burl Ives and find themselves being hailed as "the folk scenes most exciting discovery of the decade".

But all this has happened this year to retired Sussex fisherman Johnny Doughty, whose first record "Round Rye Bay For More" has recently been issued by Topic Records.

Background

Doughty's importance to the folk world is his background, for he learnt his folk songs when only a boy from fishermen two generations older than himself mending their nets on Brighton beach.

It was at the cackle and whelk stalls and later helping the fishermen unload their boats that Doughty's love of the sea began.

Leaving school in 1916 he spent two years herring catching before a succession of work afloat — in the navy as a boy sailor in the first war, on fishing vessels, on a minesweeper in World War II, boss'n of a tanker, a French boat on the Murensk run and then working his own boats at Rye until his retirement four years ago.

Traditional

As far as his voice is concerned, Doughty is perhaps no singer, but his singing is spirited and loaded with character.

When rendering lines like: "We'll rant and we'll roar across the salt sea" (from "Spanish Ladies") and "Now I'm a young sailor I've come across the sea" (from "Marry Me") he sounds like a true fisherman singing about things that affect his life and work.

The record contains nineteen traditional songs, many of them standards as far as the folk world is concerned, such as "The Golden Vanity" and "When I was Single Again".



Seventy-four year old Johnny Doughty.

His songs are often unusual variants or versions which can be traced back centuries.

As well as songs there are some fascinating introductions by the singer telling of the songs and his life.

"We used to go down on the beach and we used to wait down there all night... and for the boats to come ashore and then have 'em up. Then you got so many herrings each. When they were all up, though, you carried up the herrings after they cleared the nets. You took your herring home then you went round and sold 'em, before you went to school. Then rush out of school and straight down on the beach again. Cor, we was kids then!"

Accompanying the record is a booklet of notes on Doughty's life, words of the songs, notes on their origin and some delightful photographs of fishing scenes, net and sail mending and old broad sheets.

Nostalgic

All in all it is a nice package of nostalgia for the old days and old fishing ways. But it is more important than that — "Round Rye Bay For More" is a fascinating historical document of the songs that used to play an important part in the fishermen's lives and of an old fisherman who learnt the songs not from books, records or radio, but from the fishermen themselves who sang them as part of their

heritage and part of their everyday life.

Johnny Doughty & "Round Rye Bay For More" — traditional songs from the Sussex Coast. Topic Records 12TS324, £2.75.



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OBITUARY

FUNERAL services for Fleetwood skipper, Jack Pickers and Charles Burton were held last week.

Skipper Pickers, 62, was cremated after a service near his home at Knott End. He was taken ill while in command of the nearwater trawler, *London Town*.

A helicopter flew him to Coleraine hospital in Northern Ireland, but he died later.

Skipper Pickers, Lowestoft born, had sailed out of Fleetwood for more than 20 years.

The second service was held for Skipper Burton, aged 64. He gained his skipper's ticket at the age of 21 and sailed for most of his career with the *Masons* company.

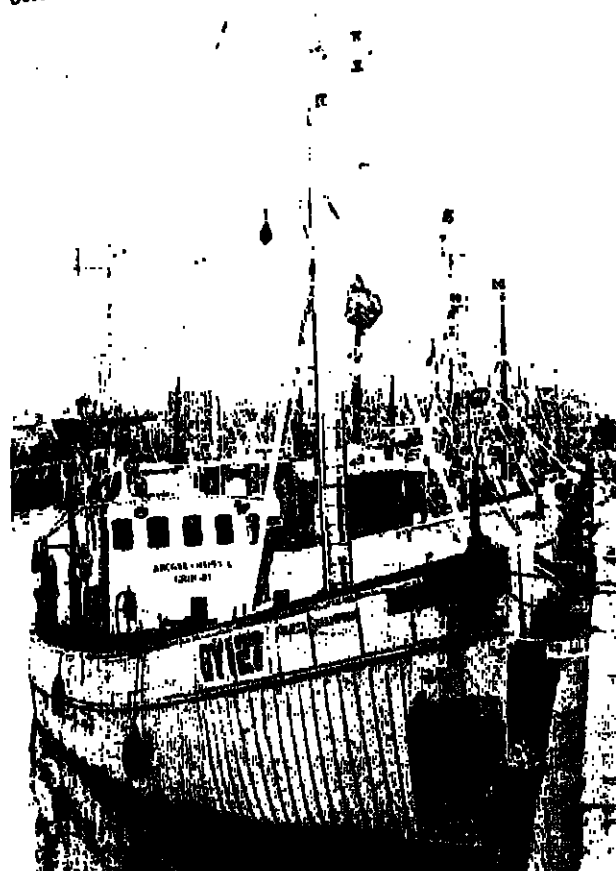
SKIPPER James Arthur Nees, 55, of Hasle, near Hull, died in Aberdeen Royal Infirmary last weekend.

He started trawling with J. Marr & Son about 25 years ago and stayed with the company, except for a short period sailing out of North Shields with *Ranger Ajax*.

He had been working with North Sea oil rig support vessels and his ship put into Lerwick, Shetland, because of his illness.

BRIAN SAYNOR (63) of Westbourne Avenue, Hull, manager of Hull Fishing Vessel Owners' Trading Company, died on Sunday in Hull Kingston General Hospital.

He had been manager of the store, compass and liferaft department since January this year and was previously senior compass adjuster. His long association with the local fishing industry began almost 40 years ago when he joined the compass department as a junior.



Arcona Champion 'out in half' by the collision with *Falstaff*. Now she is a danger to navigation in the main Hull shipping road.

Divers go down to 'Arcona'

A LIGHTED wreck buoy has been placed over the Grimsby seiner *Arcona Champion* which sank in the River Humber after being involved in a collision last week.

The British Transport Docks Board has also issued a warning to all shipping using the Humber to give the wreck, blocking a part of the main Hull shipping road, a wide berth.

Meanwhile, divers have already been down to examine the wooden seiner which is reported to have been "cut in two" by the impact of colliding with the Hull trawler *Falstaff* in dense fog early on October 18.

The three-man crew of *Arcona Champion* was rescued by *Falstaff* as reported last week, but not until the mate of *Falstaff*, Johnny Coddstone, had dived overboard and swam to the trawler's "Z" boat which he then rowed in difficult tidal

FAST RESCUE

A CORNISH fisherman and his small boat were saved last week by crewmen from three east coast boats in the area for the mackerel season.

The 16ft *Olive Eileen*, on a trip from Penzance to Newlyn skippered by Eric Phillips of Portloman, was being swept on to rocks near Penzance harbour.

Bad waves were sent up and the skipper and crew of *Boston Sea Knight* (Alec Lincoln), *Boston Sea Ranger* (Ian Lacey) and *Burton Lonsdale* (John Lota) ran to the scene with rocket lines and fired them across the boat in the bay.

"If it had not been for the skill and experience of the North Sea trawlermen I think he could have lost his life," said Hugh Sims, Penzance manager for Boston Deep Sea Fisheries Ltd., who was also

OUTCRY OVER KENT PORT'S PRICES

SEVERE drops in prices on Folkestone fish market in Kent have led to an outcry amongst local skippers who feel that they are not keeping up with prices at other ports.

Codling — now being landed in quantity — has gone for less than £2 a stone in some

cases and there appears to be little sign of any immediate improvement.

Skipper Alan Griggs said: "It's just not worth putting your fish on the slab to get

these prices. At Whitstable they are guaranteed at least £2.60 for codling."

Skipper Graham Featherstone said one of the solutions would be to attract

more buyers to Folkestone or, alternatively, to organise transport and take the fish elsewhere.

The question of prices on the open auction is being referred to the recently-formed Folkestone Fishermen's Association.

Secretary Frank Hancock commented: "The row over the price of codling has really brought to a head the dissatisfaction felt for a long time about the market here."

"We are currently looking into the whole question of selling our fish: in the long term it is possible that we shall by-pass the auction here entirely."

Apart from a few local retailers, there are at present only two buyers of fish in quantity at Folkestone.

Gear pay-out mounts

OVER 440,000 has now been paid from the United Kingdom Offshore Operator's Association fund which covers damage to fishing gear by oil-related debris left by unidentified companies.

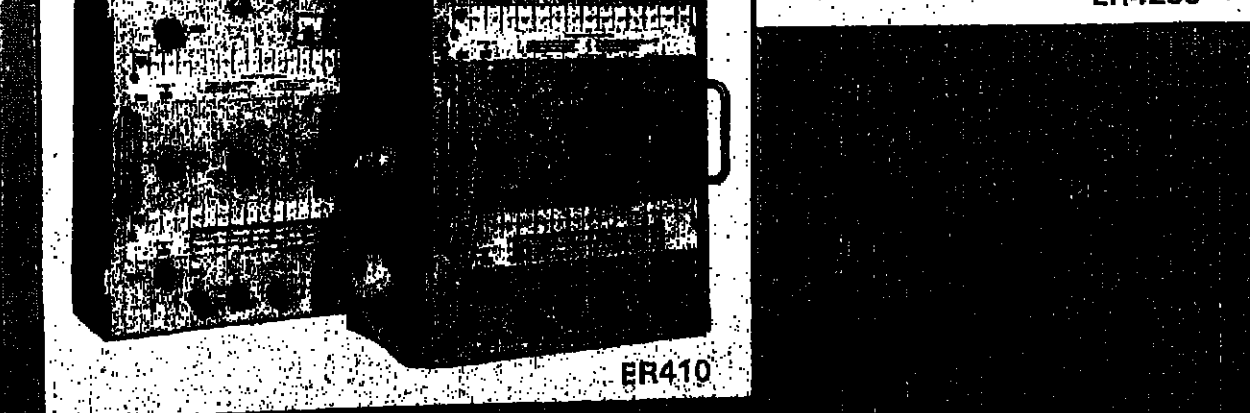
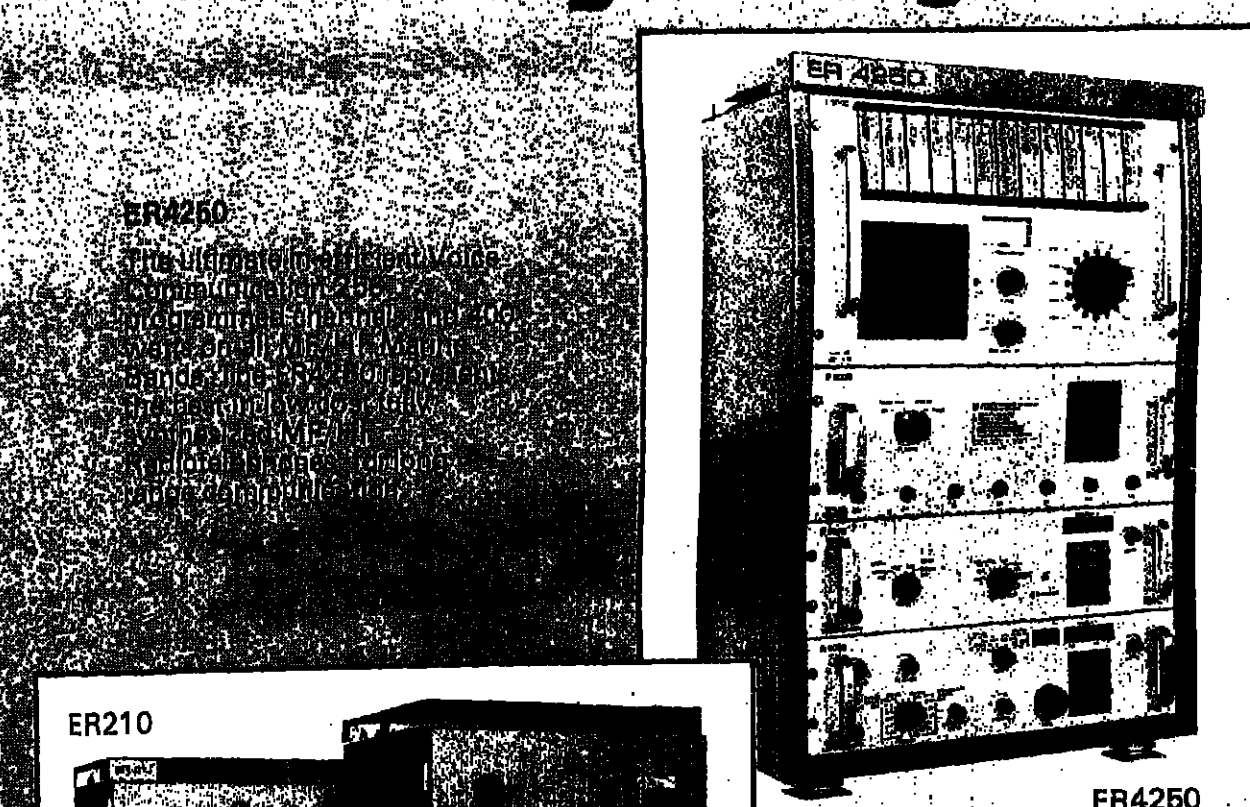
The problems created by oil-related debris was further considered at the 11th meeting of the Fisheries and Offshore Oil Consultative Group in Aberdeen on Wednesday last week.

The association undertook to consider the fishermen's request for a fresh injection of

A progress report on Norwegian research on the effect of impact by trawl gear on pipelines was given. The group was also told about improvements in the buying of suspended well-heads which were currently being carried out, including the introduction of a register of buoys marking suspended well-heads.

Safety zone arrangements were also discussed.

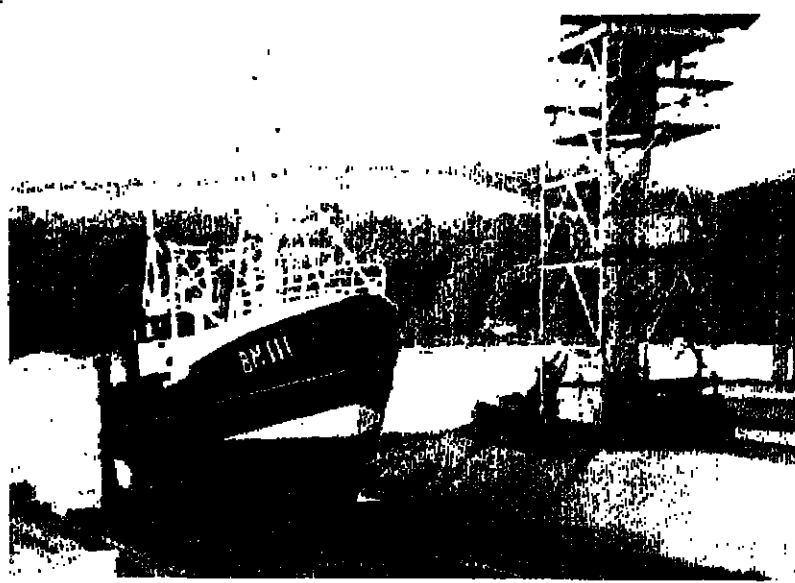
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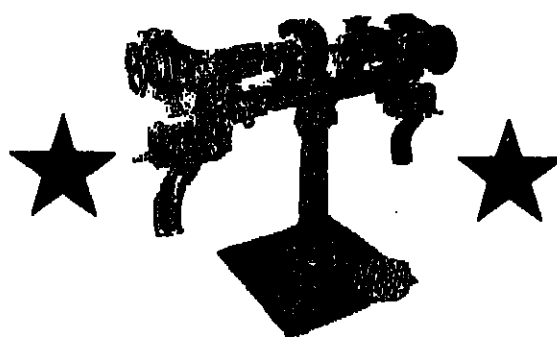
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LOOKING SOUTH-WEST**A review of fishing in Devon and Cornwall****Mackerel
on quota**

STRICT QUOTA controls are to be imposed on the south-west mackerel fishery. A limit of 34-tons per day for each crew member is expected to be announced shortly.

Reaction to these proposals — put by Ministry officials at a meeting with industry representatives last week — has been mixed. Many south-west fishermen see this as an opportunity to get rid of what they term 'the Scottish purse seine scourge'.

There is no doubt that, if these quotas are strictly enforced, they could jeopardise the operations of the purse seine fleet. With an average crew of 11-men, a purser would be restricted to a total daily catch of 384-tons when previously they have been averaging 100-120 tons.

The only room for movement seen by the purse seine skippers in the regulations is that they will be allowed to land fish on a 'roll-up' basis, which means they could land three days' quota in a single day. This, say some skippers, would be worth doing if there are enough pilchards around to keep them going on the other days.

Whether the south-west has



Above: ready and waiting — a massive purse seine net on a trailer at Milbay Docks, Plymouth.

seen the last of the purse seiners remains to be seen.

The expected introduction of quotas has been stimulated by the early indications of a massive onslaught on the mackerel. Even when the first regulations for mackerel were brought in last month the Ministry admitted it had no idea what the UK catch would be this year.

"We are keeping the operation of these arrangements under review and, if it appears that they are not proving adequate, we stand ready to take further action", said Fisheries Minister John Silkin.

We now know what the "further action" is. And while it may be enough to stifle the local outcry against the fleets from the north, will it be enough to save the mackerel?

While the visiting wet fish trawlers and freezers will be

able to fish profitably within the new regulations, there are new problems for them on the horizon. Both the Devon and Cornwall Sea Fisheries Committees have made a joint call for a ban on all vessels over 80ft inside six miles.

To safeguard their own Below: Flowing Tide low in the water as she makes Milbay Docks, Plymouth, on Tuesday this week. Already along the docks are the big-catchers Chris Andre and Quo Vadis.

members, the committees suggest that the ban should not include existing named boats over 80ft, which are already registered in the south-west and have been fishing for mackerel for at least three years.

If such a move should succeed, it would virtually mean the whole mackerel fishery moving into local hands; nearly all the mackerel has been between the three and six mile lines.

There are some people in the south-west who feel that a ban on large vessels inside six miles might not be the answer. They point out that it was only at the time of heavy fishing by Russian trawlers that the bulk of the fish moved inshore. Now with the Russians gone the shoals could well move back out again.

While the mainstream of criticism at the purse seiners has come from local interests, many Scots believe their operations have been undermined by Humber-side trawling companies.

Trawler owners were ready to convert to purse seining until they found out that they did not have enough expertise for the job. Since then trawler owners have continued to snipe at the purse seiners purely because they are more efficient fishing units, claim Scottish skippers.

While a lot of criticism was directed against the pursers for "slipping" fish, their crews maintain that the gully ones are the big trawlers.

Trawlers with a freezing capacity of 40-50 tons a day taking average shots of 100-tons do not wait for 48 hours before the catch has been processed. Mackerel 48-hours old would make useless frozen blocks. This is why the big trawlers are guilty when it comes to 'slipping' dead fish.

If quality is to be the criteria in landing fish, there is nothing to beat the purse seiner fitted with RSW tanks, say the Scots.

The controversy which seems to continually rage around the mackerel tends to obscure the progress being



Continued on page 12

LOOKING SOUTH-WEST

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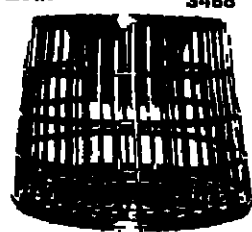
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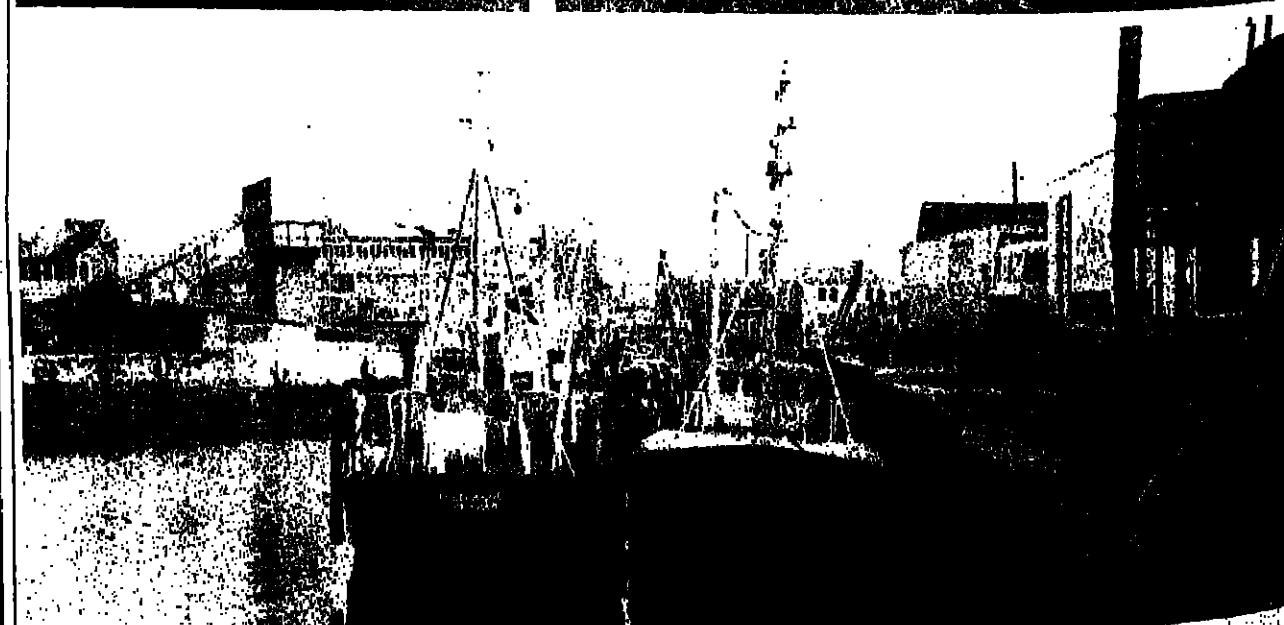
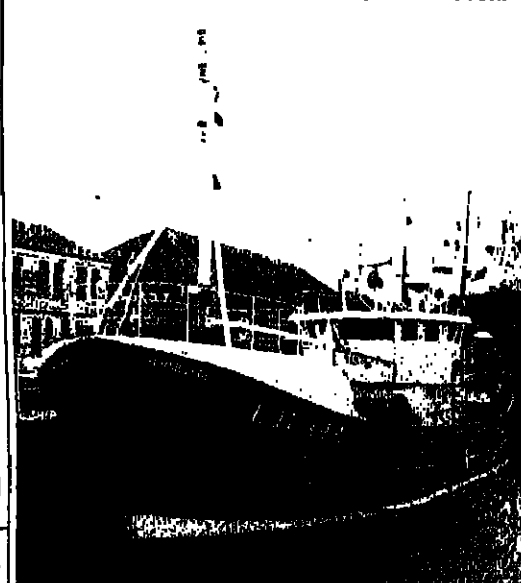
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The Grimeby-registered stern trawler *Boston Beverley* waiting at Plymouth last week as the mackerel season was getting underway.

Right: *Quo Vadis* landing at Plymouth last week. Arriving in Plymouth last week was the Peterhead-registered seiner-trawler *Persevere*. She has just been fitted with a net for the mackerel season.



Above: trawlers crowd into Lockyer's Quay at Plymouth. With landing space at a premium in Plymouth, this old quay has taken on a new lease of life.

Right: continental lorries have transformed Lockyer's Quay into something of an international freight depot. Trucks from France, Spain, Holland and Germany are bringing in to take on shellfish and mackerel.

From page 12

made in other areas of fishing in the south-west.

Landings of shellfish last year were running at a record £3m and this figure looks certain to be beaten in 1977.

While oysters and spider crabs offer big opportunities for expansion, the spectre of conservation measures now begins to hover over other species of shellfish. Crabs, which last year were worth £1.1m, are now heavily exploited and it looks as though scientists' recommendations for an increase in shell size will be followed up with new regulations.

The boom scallop fishery which produced landings of over £1.2m last year has, like the mackerel, started to attract a lot of attention from 'stranger' fleets, especially off the Isles of Scilly.

Already a wrangle has broken out over a Ministry suggestion that a bye-law be brought in off Cornwall reducing the size of the scallop and shellfish boats working inshore from 50 ft. to 40 ft.

Local fishermen have refused to even consider the suggestion and they point out that it would do nothing for conservation. Many boats of 30 ft., they say, are now working with 300 pots — far more than some boats in excess of 50 ft.

Despite some rough weather during the summer months, the south-west trawling fleet managed to push ahead. At the main Cornish port of Newlyn, trawl landings in the June to September period jumped to 83,000 stones from 77,000 stones in 1976. There was a corresponding increase in value at £283,000 from £212,000.

A tremendous increase in line fishing at Newlyn saw the catch rise from 73,000 stones to 147,000 stones and, in value, from £76,000 to £193,000.

Big ling catches dominated the lining scene and the Scottish-built 80 ft. *Dea Green* N.Y., commanded by Mike Hosking of Porthleven, set a port record of £6,000.

Once again success seems to bring its own problems as Newlyn has been suffering from congestion, having to turn away many of the larger boats.

This time, however, there is a solution at hand and a £1m development scheme is going ahead shortly to provide a new jetty and a dredging operation in the harbour.

Once this development has been completed, Newlyn believes it will be in a position to regain its position as the 'king-pin' port of the south-west.

SHELLFISH: still scope for expansion

—but clampdown on crabs needed

WHAT does the future hold for south-west shellfishermen? At present more shellfish is landed in Devon and Cornwall than any other area of the country.

In 1976 landings of crabs, lobsters, scallops, oysters and crawfish reached a value of over £3 million. Apart from the mackerel and white fish line fisheries, shellfishing must be considered the main occupation of many inshoremen in Devon and Cornwall.

Now, with increasing pressure on mackerel and other fish stocks, greater emphasis might fall on the shellfish resources.

Scientists state that the heavily exploited Devon crab fishery requires further conservation measures and they have recommended an increase in the shell size. A further increase in landings does not seem likely, therefore. Stocks of crabs off Cornwall seem abundant but, if the present high demand continues, catches could fall.

Spider crabs offer considerable scope for a new fishery and already the Cornwall Sea Fisheries Committee is pushing for some sort of a size limit to conserve stocks.

The same applies to scallops. While stocks are available at present, both the Devon and Cornish fisheries committees are pushing for a size limit to ensure some conservation — but so far this has not been introduced.

From all accounts Cornish crawfish stocks are composed of adult fish. As the location of young crawfish from which this stock is replenished is not known, no small crawfish are ever seen and so there is no minimum landing size. All crawfish taken are landed.

For this reason landings are likely to rise and fall depending on the level of migration from outside areas into the local fishing grounds, so it would be difficult to forecast the future of this particular fishery.

Oysters offer considerable scope for expansion and the availability of hatchery-produced seed should help to overcome the variability in natural recruitment.

Perhaps the most important consideration is the marketing outlets and local merchants have, at last, woken up to the fact that exporting pays. The Plymouth-Boscastle ferry has opened a new way to the Continent and a public that appreciates the delights of our excellent shellfish supplies.

The south-west's main shellfish fisheries are:

valued at £14 million were landed in the south-west.

The major ports for landings are Kingswear (River Dart), Brixham, Salcombe, Plymouth and Newlyn, with smaller landings at Porthleven, Cadgwith, Padstow and Port Isaac.

Devon crabs are renowned for their size, quality and flavour — the warm waters of the Gulf Stream provide food in abundance and this encourages rapid growth. Few crabs are landed below 1½ lb. in weight and 2 to 4 lb. is normal for hens. Cock crabs of 5 to 10 lb. are not unusual.

The Devon crab fishery was originally concentrated close to shore. Most fishermen shot their pots within six to eight miles of the coast, although some of the more ambitious fishermen fished up to 12 miles offshore. Usually, however, they kept within the limits.

Gradually, over the years, there has been a tendency to set pots further offshore. This is an attempt to make larger catches to meet the cost of bigger and better equipped boats.

Nowadays areas 25 to 35 miles off Start Point are the regular crabbing grounds and boats with lengths of only 35 ft. work these grounds successfully. One of the problems can be finding a space to lay the gear!

Most of the crab catch landed at Devon ports ends up being processed and very few are sold on the fresh market. Crabs are cooked and the meat is picked out and frozen into catering packs of 'white' and 'brown' meat.

A new enterprise is the pasteurisation of whole female crabs which are packed into polythene bags and exported mainly to Scandinavian countries, such as Sweden.

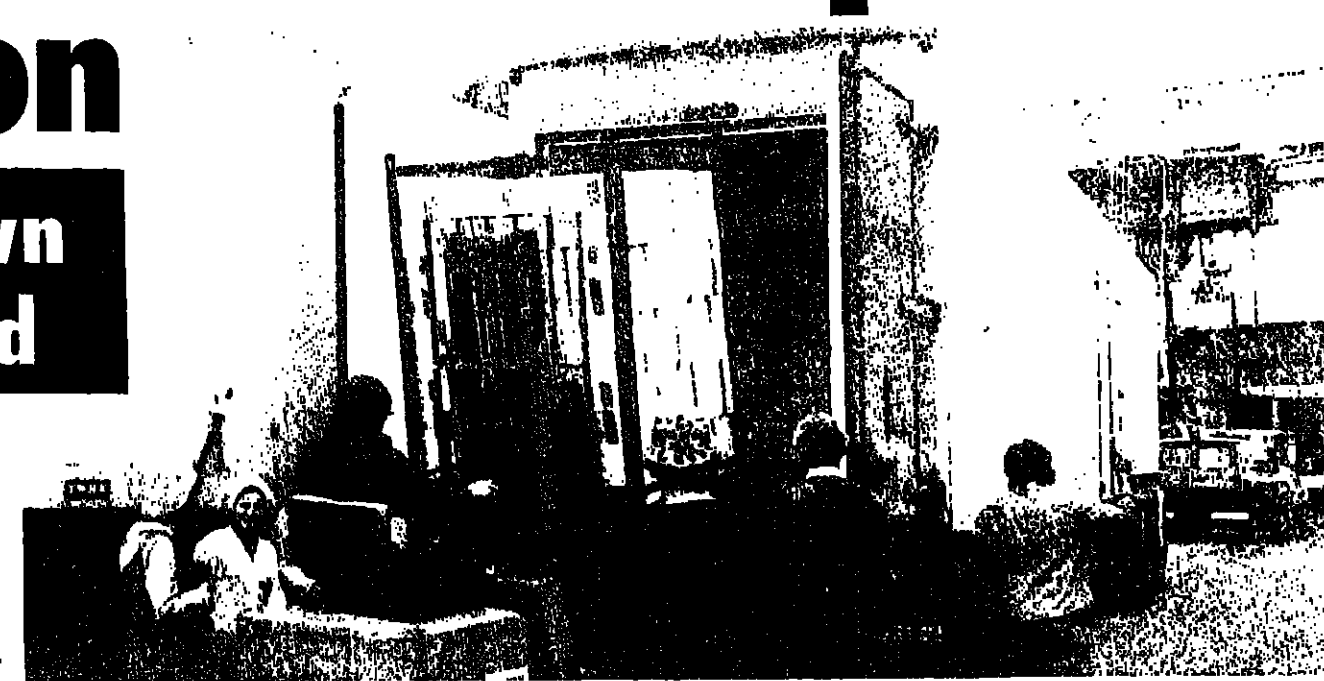
Crab processing takes place at several centres including Browee Bros. and Torbay Shellfish at Paignton, Tamar Fish Processing Ltd. at Plymouth, Young's Seafood at Stover near Newton Abbot and Harvey Bros. at Newlyn.

So far this season hen crabs have been abundant on most grounds and the main crabbing season, which extends from August to December, looks like being a good one.

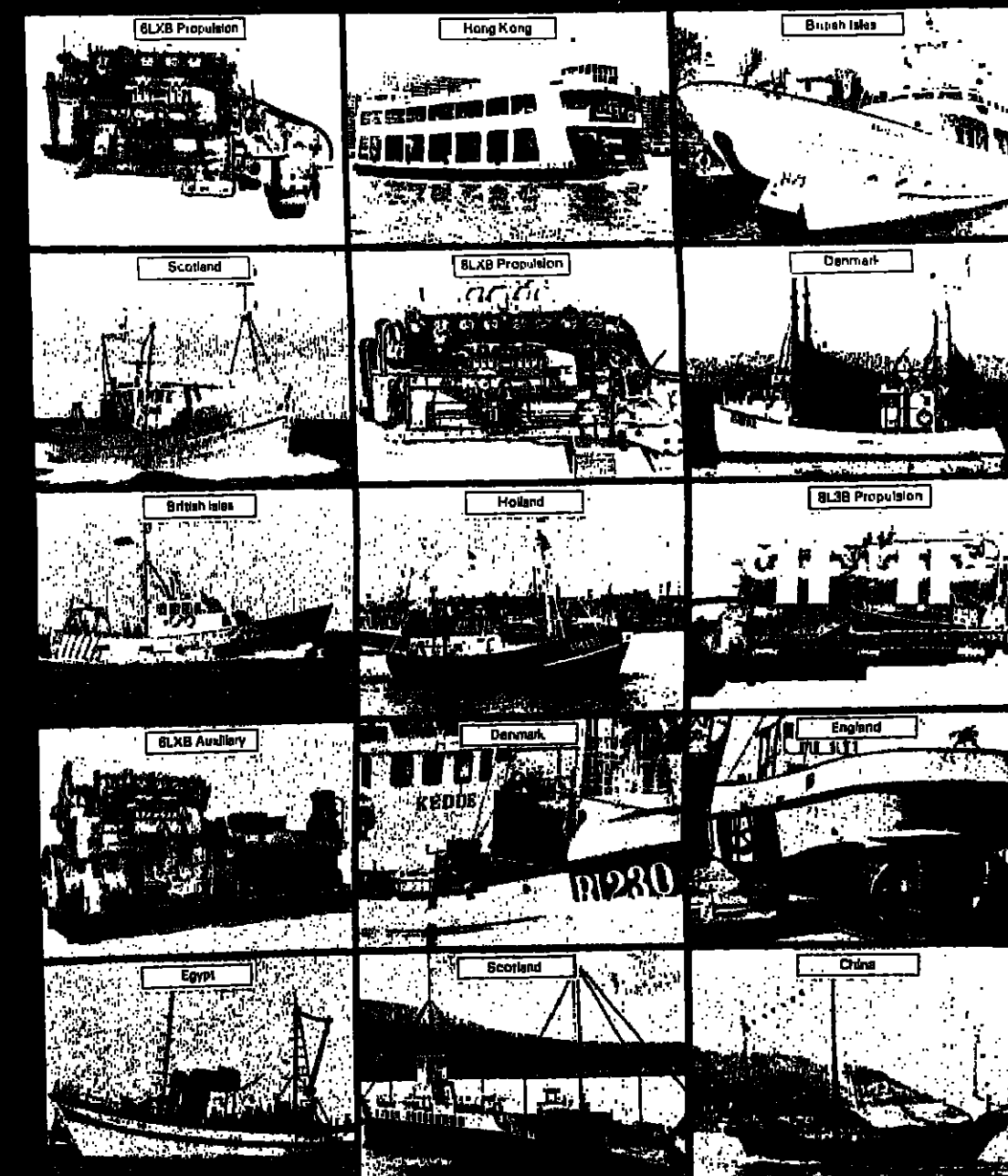
In previous years poor markets, particularly in Cornwall, have depressed crab prices or have introduced quotas. But the increasing export trade last year and this year has helped boost prices to around 16-18p a pound for hens and has stabilised the market.

Spider crabs

New market outlets in Spain and France now mean that spider crabs — once considered a poor fish — are now a delicacy. Last year, 300 tonnes of crabs



Devon crabs being landed for Spain last week from the factory of Tamar Fish Processors Ltd. at Lockyer's Quay, Plymouth.



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SKIPPER SETS UP FISH FIRM

A FISH selling firm recently been joined by the Peterhead-registered trawler *Persevere*.

Expand

Skipper John Day from Brixham who pioneered single boat mid-water trawling with the 74 ft. *Pescoso II* in the south-west is now ashore concentrating on exporting ground has just been leased and two German ice-making machines will be installed.

The main supplier for *Pescoso Fisheries Ltd* is *Pescoso II*, which John Day still owns, and she has

Although the firm was only set up a year ago with offices in Brixham and Plymouth, things are beginning to expand. At Lockyer's Quay, Plymouth, a new piece of ground has just been leased and two German ice-making machines will be installed.

At present catches are being supplied to French

markets and arrangements have recently been made to supply an East German factory trawler which is now based at Plymouth.

Mission

Former auctioneer on the Brixham fish market, Roger Daley is general manager of *Pescoso Fisheries*. He was visiting Spain last month on a fish selling mission organised by the White Fish Authority.



The Pescoso Fisheries base at Lookyer's Quay, Plymouth.

Although the full extent of the spider crab stock is not yet known, it is believed they are very abundant off parts of Devon and Cornwall at certain times of the year and many fishermen are confident that a valuable new fishery can be based on the spider crab stocks.

The full potential of this fishery will not be realised until better marketing arrangements are organised but, even at present, the extra earnings are helpful.

Lobsters

Catches of lobsters have declined during the last decade in south-west England and now only 5 per cent of the catch from England and Wales comes from the area. A variety of reasons are put forward, but most fishermen believe that the inshore grounds have become depleted due to overfishing.

The most important lobster fishing ports are now along the north coast of Cornwall and, in recent years, good landings have been made at Padstow and Port Isaac. Most of the lobster catch is

sold locally to tourists or is sent to Billingsgate market, London.

Crawfish

Crawfish are caught in quantity only in the area west of a line drawn from Lizard Head and Padstow. Although caught over a relatively small area of this coast, they form an important part of the local fishing economy.

The main crawfish season is from June to October, with the best landings usually occurring in September. For some years now crawfish stocks on the main fishing area off Cornwall have been reputed to be low and catches have declined.

This year, for some reason, Cornish fishermen have had better catches and 1977 could prove a record year for crawfish.

For years crawfish were taken in pots — either the traditional Cornish 'inkwell' pot was used or the barrel-shaped French pot. In 1963 professional diving for crawfish started and built up to about 33 divers in 1969. Although their operations were limited to depths of less than 120 ft., their activities caused considerable concern to local potterers.

Today there are virtually no divers fishing for crawfish off Cornwall. Local fishermen claim that the divers so denuded the shallow inshore grounds that a worthwhile living cannot be made there now either by diver or potter.

Most crawfish are now caught in tangle nets and the nets are often worked 20 to 30 miles offshore on areas not previously fished by local men. Most of the crawfish landed at Newlyn, St Ives and Hayle are exported to France where there is a ready market.

Scallops

This must be considered the boom fishery of the south-west and landings in 1976 exceeded 450 tonnes valued at over £1,200,000.

Stocks of scallops exist over a wide area of the western English Channel and off Plymouth. Brixham vessels work a variety of grounds including those off Rame Head, the Eddystone and the Mewstone.

New beds are regularly being located and one discovery to the south and west of the Wolf Rock has led to substantial catches and high trip earnings. Similarly the local

tion of scallops off the Isles of Scilly has boosted landings and attracted vessels from the Isle of Man and Scotland to Cornwall.

The major scallop port in the area is Plymouth, followed by Newlyn and Brixham. At all these ports there are processing centres where the scallops are 'shucked' and the meat packed and frozen for export.

One of the reasons for the rapid expansion in the fishery has been the improvement in marketing following greater overseas demand. The scallops are either exported fresh in the shell, mainly to France, or as deep frozen meats.

The future of this fishery seems buoyant. More vessels are being fitted out with the heavy drudges required to catch scallops and a major fishery is developing.

Oysters

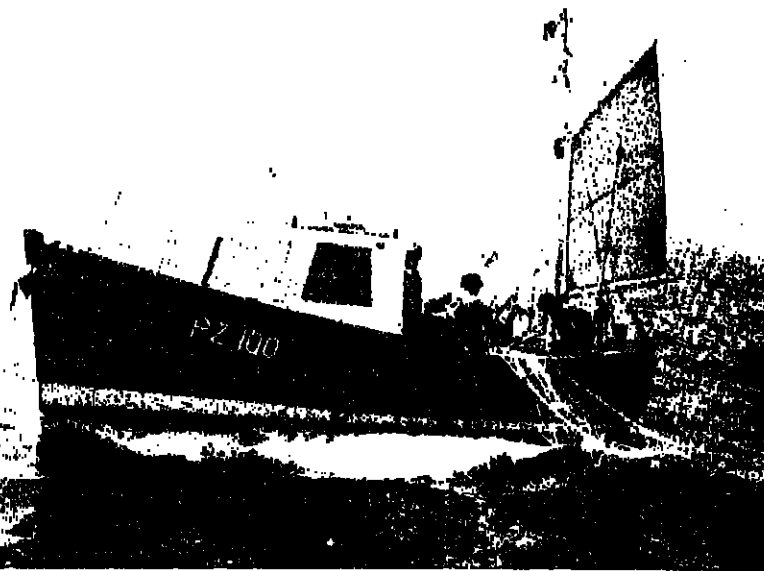
Most of the rivers in the south-west are suitable for oyster cultivation, but production has declined during the last 20 years. Even in recent years, now that oysters are more readily available, there is an increasing interest in reviving oyster production in areas where oysters were once grown.

The main centres of natural production are the Truro fishery in the River Fal and the Helford River. The Truro fishery is a public one which is carefully managed by the local District Council. Regulations include the banning of power boats and the removal of oysters smaller than 2 1/2 in. from the fishery.

For the last two or three years yields from this fishery have declined, but with reports of a good spatfall in 1976 and again this summer, the future appears bright. The Helford River fishery is privately owned by MacFisheries Ltd. and most of its stock is obtained from the Truro fishery. It is not a good spatting area but stock grows and fattens well in this estuary.

The River Yealm is traditionally an area for fattening oysters. It is now the site of a private oyster hatchery, operated by Steer Point Oysters Ltd. but Pacific oysters are the main output. In Devon there are no established oyster grounds, but there is increasing interest in the Teign and the Exe where the growing-on of hatchery-produced oyster seed is being established.

October 28, 1977



Hauling crawfish tangle nets off the Lizard.

Continued from p 13

fishermen — can now be landed at a reasonable price.

Shellfish

October 28, 1977

SPIDER CRABS—a promising new resource

by Dr. Eric Edwards, principal scientific officer, MAFF Fisheries Laboratory, Burnham on Crouch.

SPIDER CRABS (*Maia squinado*) were once considered a pest by English fishermen because they entered lobster and crab pots and ate the bait. Now it seems likely they will support a lucrative new fishery for many inshore fishermen in Dorset, Devon and Cornwall.

During this summer several fishermen in these areas have fished exclusively for 'spiders' with en-

couraging results, while others have landed them while fishing for lobsters or common crabs. In recent years, too, there has been a small fishery for spider crabs around the Channel Islands.

While there is at present virtually no demand for spider crabs in the United Kingdom, they are considered a delicacy in some European countries, especially France and Spain where they fetch a high price.

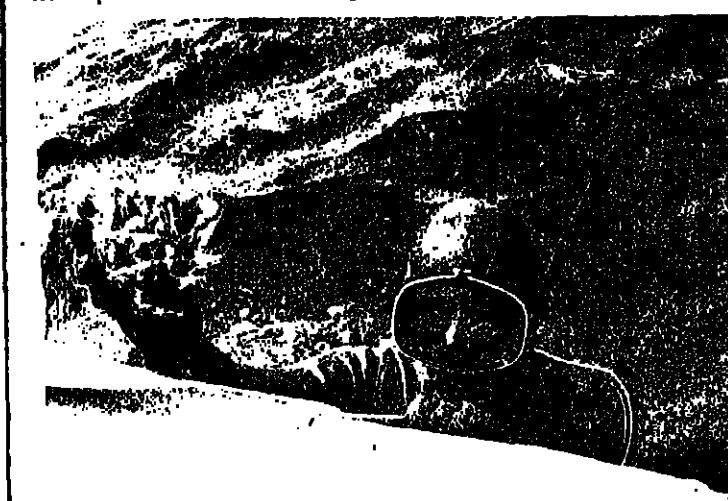
This demand has encouraged French and Spanish shellfish merchants to collect spiders from our Channel

ports and to pay prices ranging from 15-25p a lb. to local fishermen.

This new enterprise started in 1976 when a Spanish shellfish company sent over the well-boat *Natali* to Dartmouth to buy spider crabs and other shellfish. These are transported live to Spain.

During 1977 this vessel has made several visits to various English ports. Other companies have also joined and organised well-boats or refrigerated lorries fitted with tanks and circulating sea water for exporting the spider

Continued on p 16



Left: a Ministry diver surfaces with a spider crab for sampling to help develop this new and lucrative market.

Right: Devon fishermen packing spider crabs which are abundant in most parts of the south and south-west coasts.



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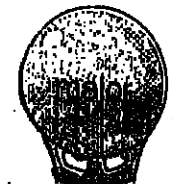
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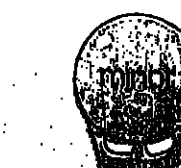
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SPIDER CRABS

Continued from p 15

crabs live to France and Spain.

From all accounts spider crabs are very abundant in many parts of the south and south-west coasts. They move close inshore during the summer and congregate in certain bays where they can be easily caught in ordinary crab pots.

Daily landings of 2,000 to 3,000 lb. are usual from 300 pots during the peak fishing period of May and June. Total landings this year are expected to reach over 500 tonnes with a first sale value of round £200,000.

A lucrative new market seems to have been organised and the future potential of this new fishery, which occurs at a time when catches of common crabs are low, is considerable.

There are still problems, however. At present the supply of spider crabs exceeds demand, which is controlled by the frequency with which the well-boats or refrigerated lorries visit ports.

Mortality

The crabs have to be sorted by fishermen in large net bags until collected and these are not always easy to handle. Some mortality often occurs.

Full expansion of this fishery will, therefore, depend on setting up a regular and reliable export trade with fishermen supplying the size and quantity of crabs required for the different overseas markets.

Little is known about the biology and life-cycle of spider crabs in English

waters. A research project now being undertaken by staff from the Fisheries Laboratory at Burnham-on-Crouch, Essex, is aimed at monitoring the development of this new fishery and to assess whether or not conservation measures are required to protect the spider crab stocks.

The programme has only been under way since March this year but, already, a considerable amount of new information has been collected.

Studies have included observations on the size range of spider crabs caught in different areas of the English Channel and on their life-cycle. Many of the observations were made at sea with commercial fishing boats and local fishermen have co-operated fully in this new research programme.

In addition, in July this year 1,000 spider crabs caught in Bigbury Bay, just east of Plymouth, were each marked with a yellow plastic disc attached to the claw and released close inshore. Future recaptures will add to our knowledge of the migrations of these crabs.

Studies this summer have indicated that spider crabs are extremely abundant in some bays. Certain areas are so heavily populated that lobstermen and trawler skippers have to avoid these grounds.

It is believed that these crabs come inshore during May and remain in the shallow bays of south-west England until about August, when they move offshore into

the deeper water and disperse.

The tagging experiment carried out this summer will add to our knowledge of this crab's migratory habits.

Fishermen are requested to return tags found on spider crabs to any MAFF fishery office. A reward of £1 will be paid for each tag returned with details of the position and date of recapture.

Spider crabs, like all other crustaceans, undergo moults to increase in size. Present information suggests that in *Maia squinado* there is a final moult when sexual maturity is reached and, after this, no further growth takes place.

Most spider crabs taken in the English Channel are mature animals and have undergone this terminal moult. Very few small juvenile spider crabs are ever taken in pots and it appears that the concentrations of spider crabs in our inshore waters are mainly composed of adult crabs which have moved into the shallow waters for breeding.

Females carry eggs at a very small size (110mm carapace length). As with the common crabs, the eggs are held on the underside of the abdomen for a period of six to seven months.

Most of the female crabs examined this summer in the Devon area were egg-bearing; the eggs were laid in March but in September many showed signs of hatching. Each female carries about 100,000 to 150,000 eggs and the larvae are abundant in the plankton in September, the main period for hatching.

Life-cycle

It is not possible to age spider crabs accurately. A crab of 120mm carapace length and weighing 650g could be about four to five years of age. It is suspected that this crab does not have a long life span.

Although it is not yet known when the crabs die, it is believed that very few individuals live for more than two or three years after the terminal moult, so the life-cycle is probably around five to six years. This is far shorter than the common crab which can live for 15 to 20 years.

Several trawler skippers have reported taking heaps of spider crabs in their trawls. These are "moulting mounds" formed by an aggregation of spider crabs which move together to moult and mate.

The mounds consist of soft-shelled females surrounded by hard-shelled males which protect and later copulate with them. Divers have reported seeing mounds of spider crabs one metre across and 1 metre high with between 80 and 100 crabs in each mound.

Conservation

The spider crab is not carnivorous and soft-shelled spider crabs are not eaten by their own species, as is sometimes the case with lobsters and common crabs.

It is believed that this unusual behaviour pattern has developed because the size and shape of spider crabs makes it difficult for them to hide in cracks and crevices in rocks, which is the usual behaviour of other crustaceans.

for most other species of crabs and lobsters.

The MAFF survey is not yet complete, but many fishermen are suggesting that spider crabs should have some legal protection to ensure that overfishing does not occur. At present there is no legal minimum size for the species and any size can be landed.

Rejection

Overseas merchants do have their own market requirements, but this varies according to the supply and demand. Observations on different fishing vessels have shown that the rejection size is variable.

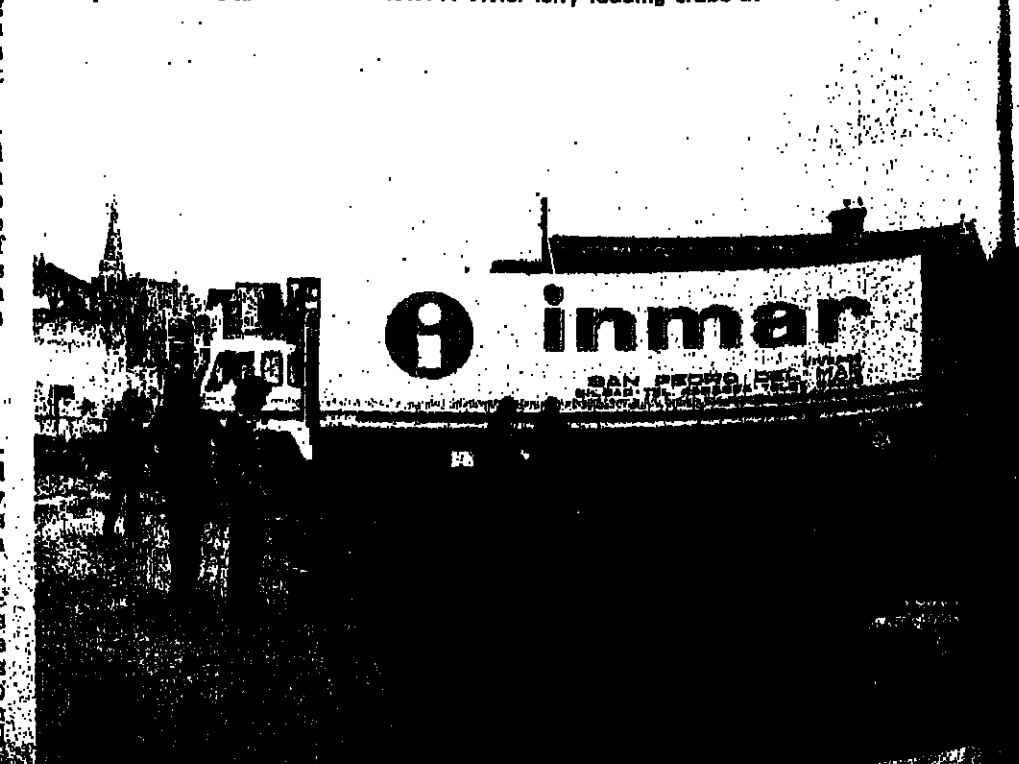
A minimum size limit would, therefore, ensure that only satisfactory crabs were landed for the various markets and it would be of some conservation value. Studies are now going ahead to establish the most suitable size limit for the present fishery.

However, at present, the total fishing effort on the whole stock of spider crabs off south and south-west England is very low and stringent conservation measures are not yet required.

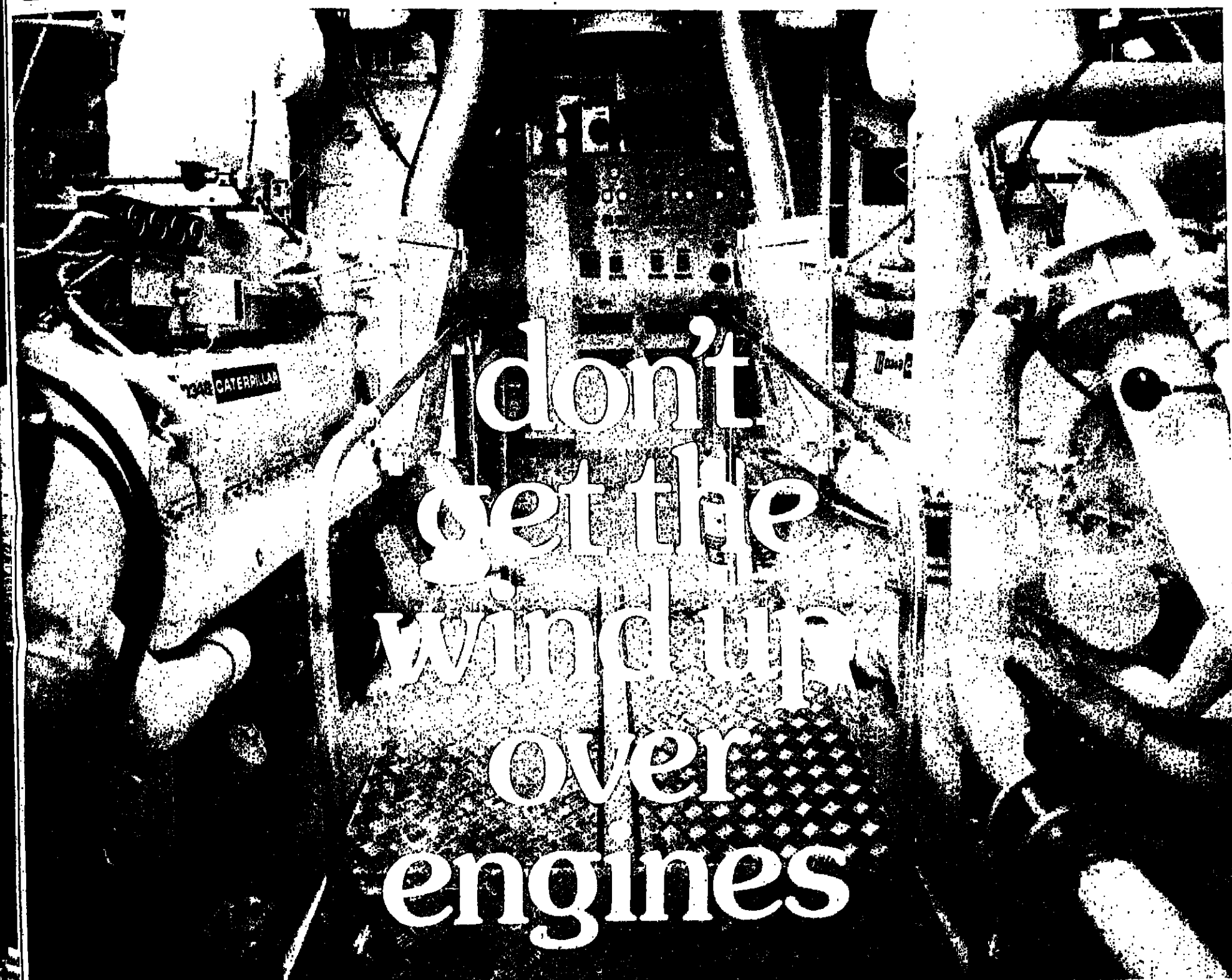
It does appear that this large unexploited stock of crustaceans has considerable potential for commercial exploitation.

With some marketing enterprise by UK merchants — backed up by a large overseas demand for the species — a lucrative continuing fishery for spider crabs can be further developed in the UK.

After being collected from net bags Plymouth, the lobsters are held in tanks having chlorinated water to keep crabs live for the markets (top). Below: A Vivier lorry loading crabs at and Spain.



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Company set up to build lobster holding tanks

A BRISTOL firm has designed a self-contained storage system which can hold lobsters for over three months.

Traditionally lobster fishermen stockpile catches in store boxes floating in the sea. This keeps the fish alive — but often only just.

Apart from the risk to the fish and the poor condition in which they may be landed, there is also the in-

convenience of having to go out to the boxes when merchants call for supplies.

But now, using the set-up designed by Shellfish Systems, lobsters can be kept in a store or garage until the market price is right.

The system uses artificial sea water made up from chemicals. This is contained in a reservoir from which it is circulated through the storage tanks by means of an electric pump.

The system is arranged so

that the water is oxygenated during the flow which helps to keep down bacteria. Waste products are removed by a filter.

A cooling unit is incorporated into the system. By keeping the water temperature down, more lobsters can be kept in a given volume of water and the lobsters stay in better condition.

The whole installation is designed for reliable operation from a household elec-

trical supply and, in the event of a power failure, the storage tanks drain into the reservoir which allows the lobsters to survive for 24 hours or more provided they are kept cool.

Price of a system to hold 200 lb. of lobsters is around £1,000 and the tanks are designed in a modular form so that they can easily be extended at a later date. The standard 200 lb. system has two holding tanks and a third can be added.

If a clean sea water supply is available the system can be adapted to run on this. No refrigeration is required and the system would work out considerably cheaper.

Shellfish Systems has installed a large storage system at Billingsgate for Minch Wholesale Ltd. There are six holding tanks allowing for around 600 lb. of lobsters to be held at one time.

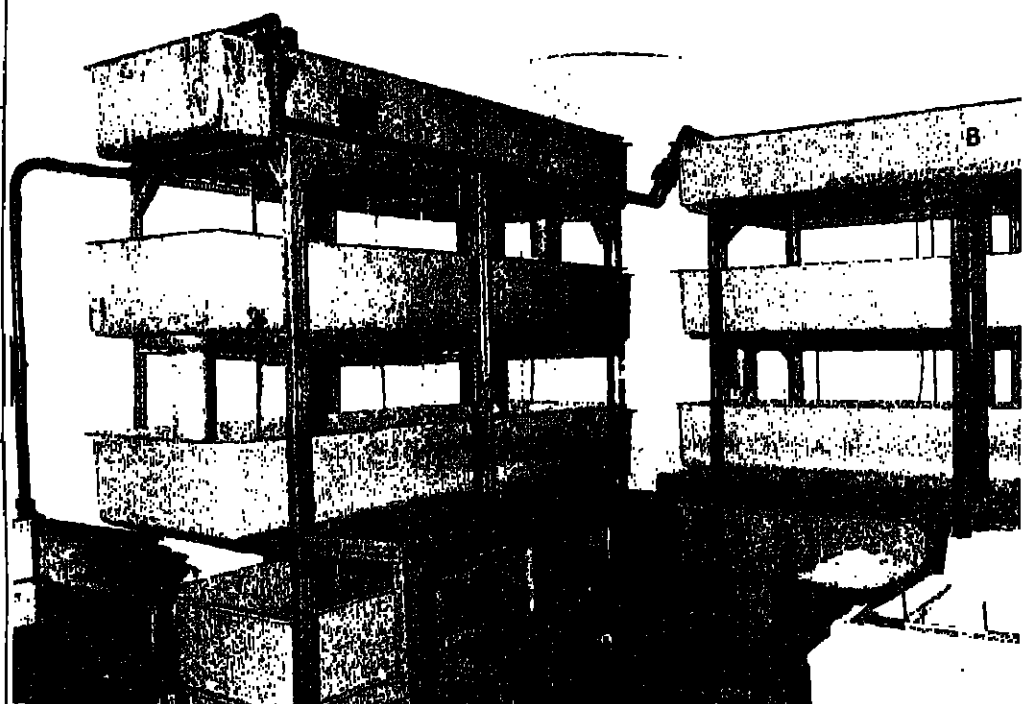
Minch reports that sales of lobsters have increased by over 60 per cent since the system was installed and customers are very impressed by the condition of the lobsters.

One big advantage of keeping lobsters this way is that there is no loss of body fluids from the fish, so there is around a 15 per cent increase in weight compared with a lobster which has dried out. As lobsters sell by weight, this can make a considerable difference to profits.

Lobster storage systems could make a big difference to the lobster fishing industry, particularly in some of the remote areas where lobsters seem to be more plentiful. They could help to rationalise an industry which up till now has been very fragmented.

The systems are suited to crayfish, oysters, prawns and most other types of sea water shellfish.

Shellfish Systems is also marketing a display system for restaurant use designed to increase the demand for shellfish.



Above: lobster storage system at Billingsgate has three storage tanks and a reservoir below.



Above: Minch Wholesale finds that lobsters taken straight from the storage tanks are in fine condition.

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DEVON MEN EYE EXPORT MARKET

SOUTH DEVON Shellfishermen Ltd. has appointed a sub-committee to look into exporting catches. The move follows a week-long visit to Spain last month by members of the society on an export mission.

Crab boat skippers Terry Ekers and Ken Richards, plus salesman Denis Jones of merchants Jones and Austin, found Spain was wide open for exports of shellfish.

The Spaniards are willing to pay high prices for lobsters and spider crabs — and there are high hopes that the common crab could become popular. Even the locally-named fiddler (velvet) crab — almost universally ignored in the UK — is in demand.

Now, the society is pressing on to set up live storage facilities and organise finance for an export venture. One set-back for the society has been that Torbay Council turned down a planning application to build storage tanks.

Another site will have to be found, but the society's leader, Tom Jones, said holding facilities for up to 50 tons would be required. It is hoped the White Fish Authority would stump up a grant towards building the tanks.

"During the early days we would depend on customers coming to us with their own live transport", said Mr. Jones. "But we're well aware of the potential".

The three society members saw holding tanks at Bilbao fish market and at Arenys de Mar, north of Barcelona. The tanks at Bilbao held lobsters and spider crabs but, when visited, were almost empty. The local market has two main days of the week when mostly shellfish is sold.

At Arenys de Mar crawfish caught off West Africa were being held along with spider crabs, although the ponds were again almost empty for maintenance.

The firm running these tanks encourages the locals to drive in and select live shellfish from the ponds. These are then weighed, packed and paid for.

The tour, organised by the White Fish Authority, was largely to meet Spanish merchants and many were

prices would make the venture pay.

Skipper Richards has already been in contact with Shellfish Systems (see page 18) to investigate putting tanks in a dockside store.

Turn to page 32



Above: storage tanks at Bilbao fish market. Below: Denis Jones (nearest camera), Terry Ekers (centre) and Ken Richards take in the layout of the tanks. Their society needs holding facilities for 50 tons.

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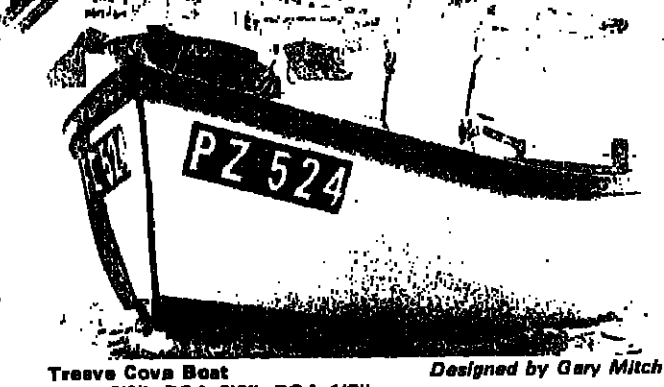
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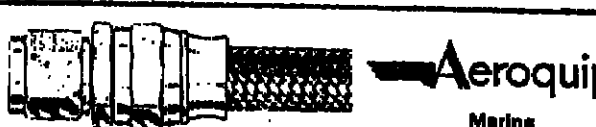
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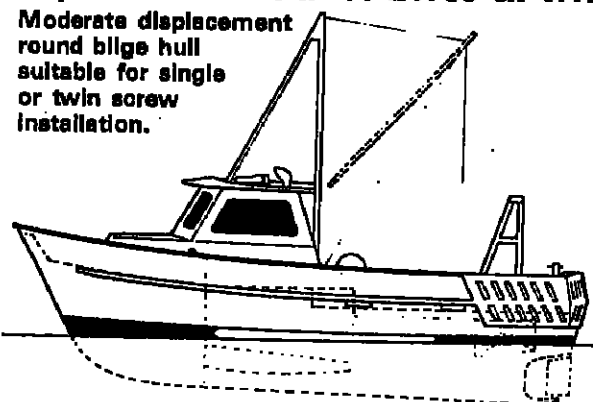
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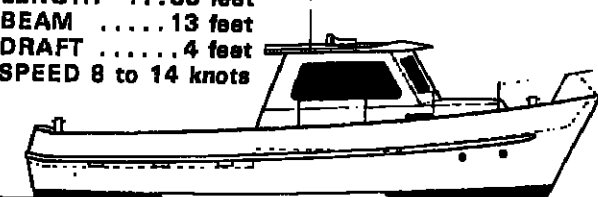
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SCOTTISH BACKING FOR:

Continental-style Cornish crabber

ONE OF THE biggest crabbers to be built for Cornwall is expected to start fishing this week. The 55ft. transom sterned *Celtic Mor* has been completed at the Devon yard of J. Hinks & Son for Skipper Pat Crookford of Penryn.

Built in 10 months at a cost of £82,000 (including gear), *Celtic Mor* marks the first venture into south-west shellfishing by a Scottish firm. Irvin of Aberdeen has taken a 25 per cent share in the vessel.

Main dimensions of the wooden hulled boat are: length 54.9ft.; beam 18ft.; and draft, 19ft.

The boat is fitted with an eight-ton capacity vivier tank forward of the wheelhouse. Mid-ships under the wheelhouse is a Celtic Slave hydraulic pot hauler supplied by A. Ray Burn (Plymouth) Ltd. This hauler is also fitted with a special cruise valve (see page 21).

Skipper Crookford told *Fishing News* that the positioning of the hauler was unusual on a British vessel. "This is based on the French style of working."

Main power is supplied by a Baudouin DNP6L engine rated 215 hp at 1,800 rpm with a 3:1 reduction gearbox. A. Ray Burn supplied the

engine which gave the vessel a speed of 9.5 knots on trials. Skipper Crookford added that the choice of engine had been easy, because the Baudouin in his previous boat *Etoile Du Marin* had performed so well.

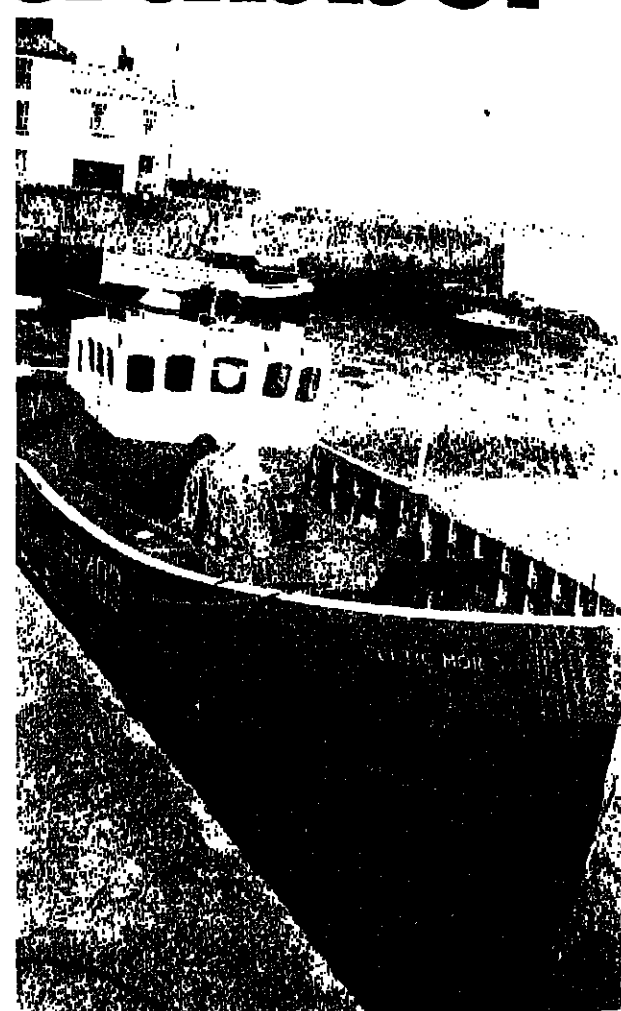
Designed for potting all-year-round, *Celtic Mor* will initially be landing at Falmouth where the agent for the boat is Kismet Fisheries. Her crew of five plan to work 400 pots.

Iroko planking on oak frames has been used for the main construction. The wheelhouse is set aft, with spacious accommodation under.

The wheelhouse is fitted with: Decca Navigator, Decca radar type 110; Simrad EY echo sounder; Simrad RW watch receiver and 'Sailor' radio telephone type T128/R108.

The boat is built to full DoT safety requirements which include a bilge warning system and a fire alarm system — both supplied by Tec-Aid Electronics Ltd. A Halon gas fire extinguishing system supplied by Fireater Ltd. is also fitted.

For 19 years Pat Crookford worked on the deepsea trawlers *Wallard* and *Bradman*, operated by Crampin's of Grimsby.



Above: *Celtic Mor* soon after her launching at Appladon, Devon. Below: Skipper Pat Crookford stands beside his Celtic Slave hydraulic pot hauler mounted French-style. Bottom: the boat waiting at Plymouth, loaded with pots, on her delivery trip to Falmouth.



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FISH COLD STORE OPENS

A NEW £500,000 public cold store has opened at Exeter in readiness for a major expansion of the frozen food industry in the south-west.

The store, at Chancel Lane, Pinhoe, has a separate chamber for fish. Combined with another on the same site, plus an even larger one at Plymouth, there is now capacity for over 7,000 tonnes of produce. This makes Plymouth Cold Stores the largest cold store operator in the south-west.

Although much of the additional storage capacity will be absorbed by local meat and dairy industries, the separate chamber in the new store has been reserved primarily for fish — the first time that fish products have been handled on any scale at Exeter.

The upsurge of the local mackerel and shellfish industries has prompted the firm to cater for fish.

The company is already planning a further 7,000 cu. m. extension and additional blast freezing capacity as stage two of a development which will eventually bring capacity at Pinhoe to nearly 20,000 cu. m.

The new store covers 11,000 sq. m. and has an internal height of 7.5m. External height is 11.5m. Designed and built to the latest requirements of Lloyd's Register of Shipping by Hemsec (Construction) Ltd., it comprises two chambers of 2,518 cu. m. and 10,140 cu. m. operating at -2 deg. C. Incorporated is blast-freezing with a capacity of 10 tonnes per day.

The store is approved for intra-EEC and export trade.

The cold store is insulated with 125mm polyurethane Hemsec Super Panels, specially designed for low temperature work and having an advanced design of jointing and corner coving which does not harbour dirt.

The internal finish of white PVC coated galvanised steel is repeated on the reverse of the south wall in readiness for the extension.

Inside the separate fish chamber at Plymouth Cold Store's Exeter plant. Mackerel and shellfish will be held there.



Above: lorries unload at Exeter's newest cold store. A special chamber has been built to hold fish.

Three Clark electric doors and three Hemsec escape doors are installed, the former being fitted with curtains to reduce temperature gain when the doors are open.

The floor, which is raised to loading dock height, is fitted with a glycol underfloor heater mat, insulated with 125mm thick reinforced concrete and gravellythic.

The loading dock itself, which is at tailboard height and covered by an all-weather canopy, follows a saw tooth design. This enables four vehicles at a time to be unloaded by pallet truck straight into the store.

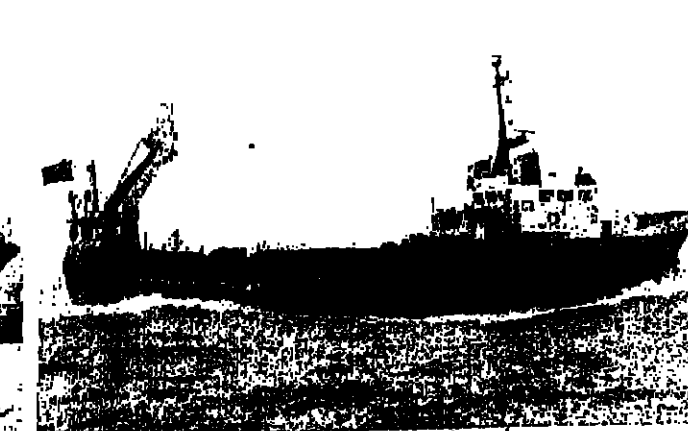
Tubular steel pallet converters supplied by Gibbons Bros. Ltd. of Brierley Hill, West Midlands, enable four-high stacking to be achieved.

Star Refrigeration of Derby provided the refrigeration equipment using four packaged, low pressure receiver systems. Each set is independent and gives standby coverage in the event of stoppage.

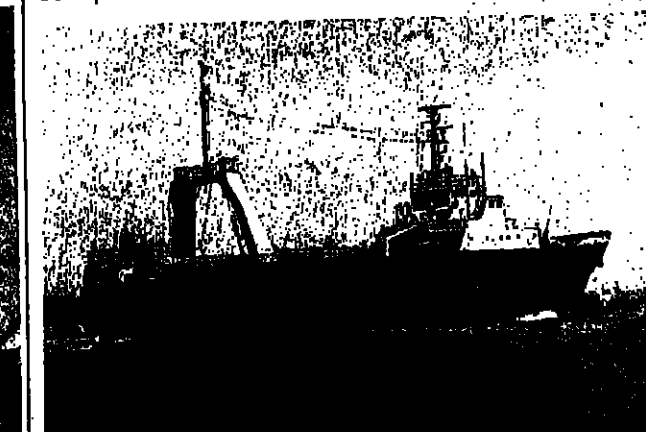
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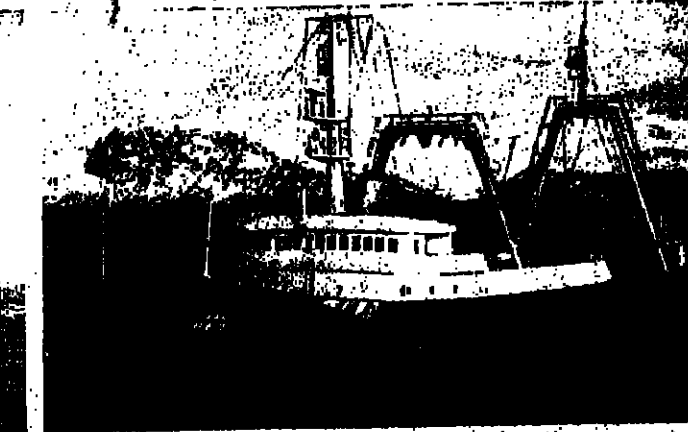
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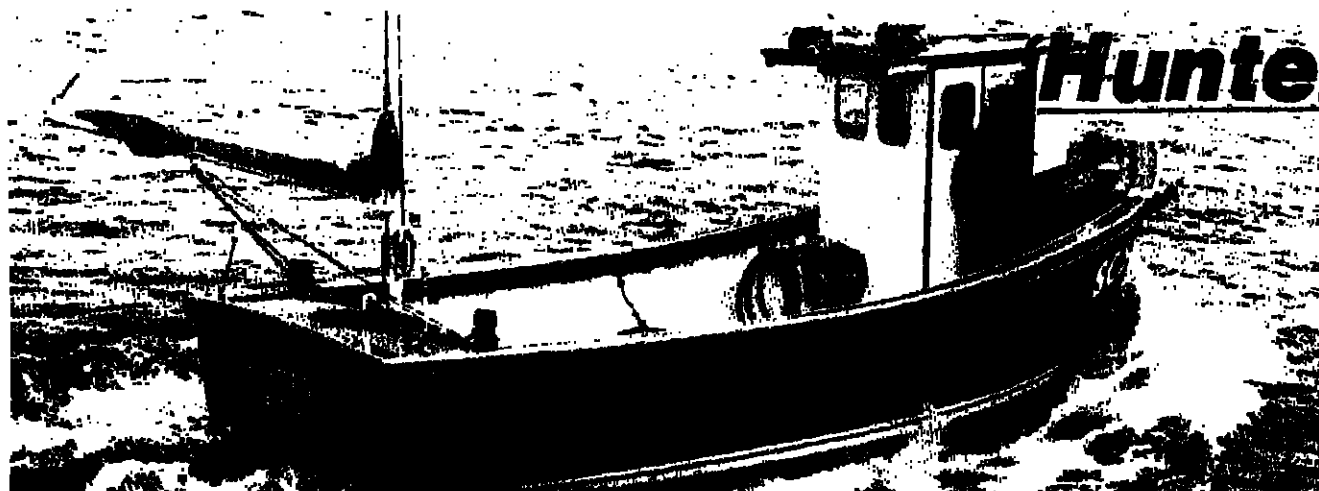
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'Hunter II' for Scilly Isles skipper

ONE OF THE latest 26-footers from Cygnus Marine is *Hunter II* (left) for the Scilly Isles. Fitted out for single-handed potting, she is skipper-owned by Barry Bennett.

Hunter II has a GRP hull, offset forward wheelhouse, loose boarded well deck and mizzen mast and sail. She will haul using a Spencer-Carter capstan/line hauler with gunwale roller (see below) and her wheelhouse electronics include a Seavoice VHF radio telephone and Ferrograph G800 echo sounder.

The potter is powered by a 30 hp Petter three-cylinder diesel engine equipped with a 2:1 reduction gear. Her 20in. x 15in. manganese bronze propeller is mounted on a 1 1/2in. stainless steel propeller shaft.

Skipper Bennett bought *Hunter II* with White Fish Authority grant and loan assistance and Cygnus Marine told *Fishing News* that the repeat price for the craft would be £16,500 ex. VAT.

Boat firm moves to build Mk II range

NEXT MONTH Cygnus Mk. II range of its Marinas moving into a standard GRP fishing vessels.

The new GM range has been redesigned so that where it will concentrate on producing a wheelhouse, deck hatches

and galley modules are moulded in GRP. This will reduce flexibility when fitting out, but it will help peg boat prices which are rising all the time.

Hulls will still be produced to the same standard and wooden decks will be retained, at least for the time being.

Cygnus is now offering standard boats at lower basic prices, but fishermen will have to pay disproportionately more for the boats built to individual specifications which will still be available.

The firm believes that next year fishermen will swing back towards finished boats from the present demand for hulls and part assemblies.

"At present fishermen are building their own boats in back gardens, fields, barns, bomb sites, etc., and not all are successful", said director Chris 'Fub' Brook.

"It is only the scarcity of WFA grants/loans which has produced this situation — a situation which may well be regretted in a few years time."

The new GRP components will be of great value to people buying part-complete craft.

Prices of complete boats with engines are now as follows for non-White Fish Authority-assisted buyers:

GM21 from £5,950; GM26 from £14,500; GM32 from £18,350; GM38 from £25,000; and GM40 from £37,000. (All prices ex VAT, ex works).

There would be an additional cost of around £1,700 to bring boats up to WFA specifications. The difference in cost for the non-WFA price is not due to a reduction in hull specification. Savings are made in greater simplification (e.g. PVC bilge lines instead of galvanized steel) and the absence of items such as water sprinkler systems for the engine.

The new laminating/fitting out factory is 1 1/2 miles from the firm's current yard in Falmouth, Cornwall, and has a floor space of 20,000 sq. ft. It was originally built to produce 40 to 50ft. sailing yachts for John Seare International Ltd., which ceased trading two years ago.

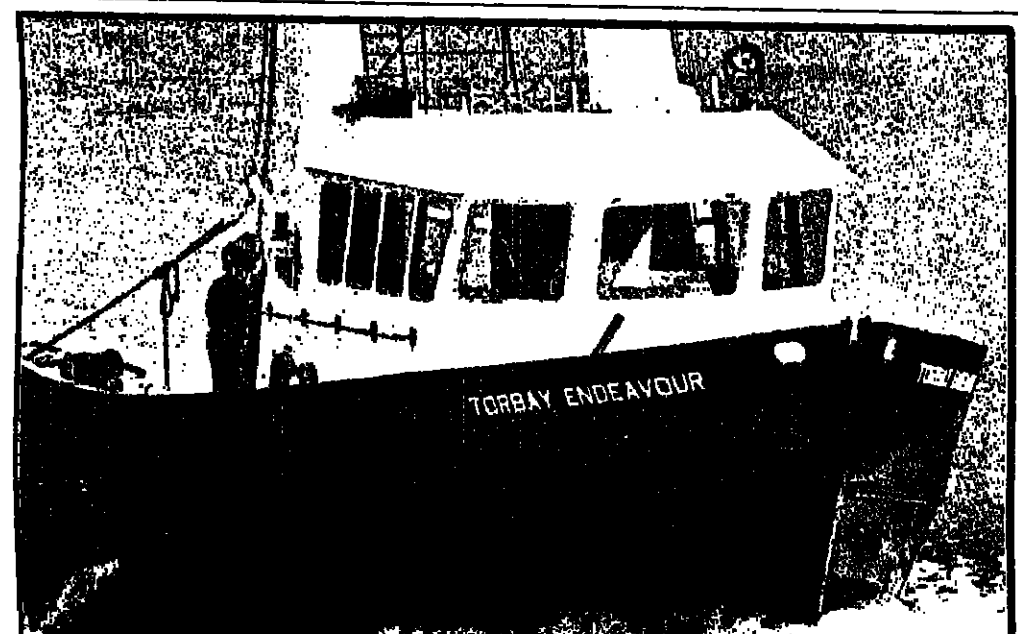
The yard, called Britannia Yard, is a rectangular, three-bayed unit with insulation in walls and roof. Four oil heaters will maintain ideal laminating conditions and vessels up to 60/70ft. could be fitted out under cover.

The firm's present yard is now cramped and the new premises will allow for the controlled expansion anticipated in years to come.

Another reason for the move is the GM40 project, which needed extra space to produce the first hull by March 1978. The first GM40 hull was built within three weeks of the start of production.



Cygnus Marine will be building in this factory next month.



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'Venture II' goes down

THE BRIGHAM trawler, *Pescosa II*, was in a collision with a 30ft. fishing boat off Rame Head, near Plymouth, last week.

The boat, the Cardiff-registered *Venture II* also based at Plymouth, was taking out a party of anglers. She sank within minutes. Two survivors were taken on board *Pescosa II*.

Three others, including a man with head injuries, were put on another fishing boat and then transferred to Plymouth lifeboat, to be brought ashore for treatment.

SWITCH TO LINING FOR £1,750

A WESTCOUNTRY fishing gear supplier is offering to equip inshore boats with a complete 2,000-hook long lining system for around £1,750.

The price includes hooks, lines, hydraulic hauler, rope drum, dhana, floats, anchors and the key to the system, American clip-on snoods.

One of the latest boats to be equipped with longlining gear is a new craft now almost ready to go into service at

Littlehampton, Sussex, under Skipper John Smith.

The 32-footer *Gee Bee*, recently delivered by the Cygnus Marine yard, is equipped with a Spencer-Carter one-ton trawl winch which has a hydraulic rope drum mounted above to coil lines holding 2,000 hooks. This boat is powered by a Gardner 6LX diesel mounted forward under the wheelhouse.

Transatlantic Fishing Systems Ltd. of Mylor Bridge, Falmouth, supplies the systems and the snood is patented. The firm's director, Ian Frost, first started using the snoods when he built the steel long-liner *Kwester* (*Fishing News*, April 1).

Earlier this year she started long lining but, unfortunately, the owning partnership failed to work out, and so she completed just three months at sea.

Now, *Kwester* is being refitted ready to start long

lining again with a new skipper and is having a line hauler fitted below deck.

Local fishermen became interested in the snood, which is claimed to enable shooting at six foot centres at six knots, and Ian Frost started importing them.

Now, he has told *Fishing News* that 100 boats are partly or totally equipped with the snoods. He said that some 45,000 have been sold since April this year and interest has been shown in Ireland,

Iceland, Norway, Sweden and Singapore.

As a side built up Ian Frost was invited to the USA and Canada to visit the manufacturers and to study fishing methods. He went aboard trolling boats, seiners and long liners from Seattle, Portland and Vancouver. Deals were worked out to import various gear made across the Atlantic.

Products available from the firm include round and square long line baskets and rope bins, glass-covered and foam-filled dhan buoys, glass reinforced dhan marker poles — and a small hot-smoker for fish.

Boats using the clips include *Challenger* and *Leada* from Falmouth; *Lorna Pen* of

Porthleven; *Gay Dawn* of St. Ives; and craft in Scotland including many based on the islands.

According to Transatlantic Systems: "A full range of hydraulic, mechanical, electrical and manually-operated rope drums are available — special versions being made to suit almost any boat."

"Soon to be introduced are two versions of a 'shooting-storage' rack capable of storing up to 5,000 snoods — each being presented to the shooting position."

"One of these is Canadian designed and shortly to be manufactured in the UK; the other is currently being designed and developed in the UK with WFA assistance."

WFA develops system

AN IDEA for shooting and storing the snoods thought up by Skipper Brian Magee of the boat *Patricia* is now being looked at by the White Fish Authority's Industrial Development Unit at Hull.

The WFA is working on building magazines to take the clip-on snoods after Skipper Magee approached them for technical and financial assistance to develop this idea.

It is early days yet, according to the WFA, but the skipper's method 'has got promise', it was said. He started by ordering about 400 American-type snoods.

The magazines are proving to be fairly heavy and a stability check on Skipper Magee's boat may mean the gear is unsuitable for her. Then another boat would have to be found to try out the prototype gear.

Yard scales up with 34-footer

CORNISH GRP boatbuilders Treeve Marine have announced plans to build a 34-footer.

At present the firm produces a 15ft. 6in. Cove Boat, a 25-footer and there is also a 19-footer just off the drawing board.

Porthleven boat designer Denis Swire is now working on drawings for the larger boat which may be produced before the 19-footer announced at the Humberdale Cich 77 exhibition in June.

Either American C-Flex or foam sandwich construction will be used to produce the first 34-footer and the mould would then be taken off the completed hull.

Main dimensions will be: 34ft. overall length; 12ft. beam; and 4ft. 6in. draft.

Man of the year award

BRIGHAM fishery officer Keith Bower has been named by the RNI as their man of the year.

Mr. Bower of Brigham is the second coxswain of Torbay lifeboat. He has already been awarded the institute's gold medal — the first given for ten years for bravery during a rescue.

Keith will be guest of honour at the Man of the Year lunch at the Savoy next month.

Price of a hull complete with frames is £3,800, while fitted out boats will cost £22,537 plus electronics and hauler.

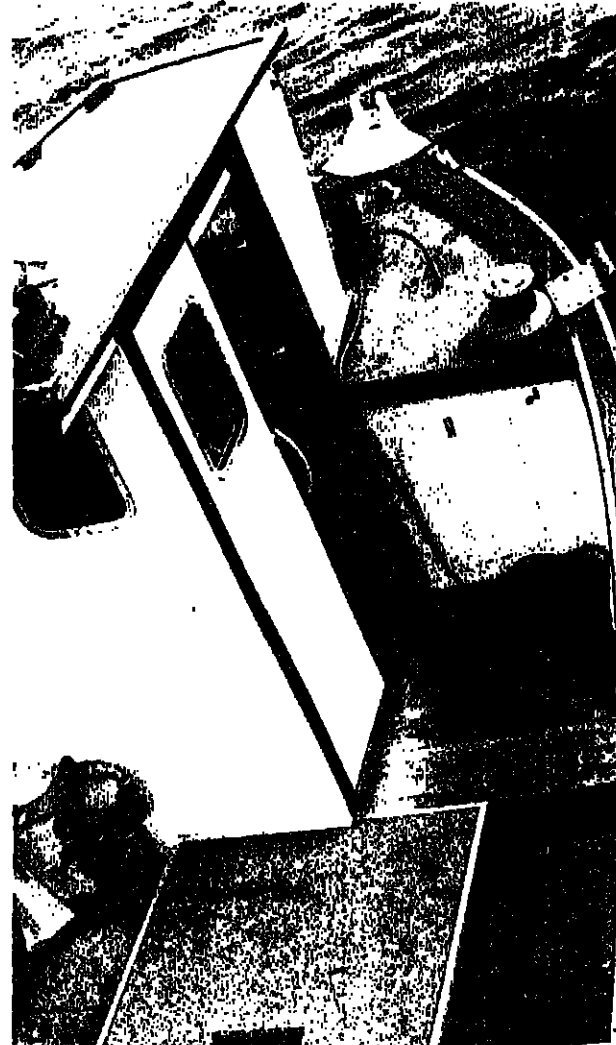
Denis Swire has designed the craft with a fuller body below the waterline than the DS25 and, even when fitted with quite tall diesels, an enginebox should not be needed, according to Treeve. Decks will be waterproof with scuppers.

The price quoted is for a boat to full WFA specifications fitted with a Lister HRW6 diesel plus timber mizzen mast complete with sail.

Treeve Marine's kit boats, announced in *Fishing News*, are now selling. The firm reported a big response to the idea from all over the British Isles and three 15ft. 6in. Cove Boats and one DS25 kit have been sold.

The DS25 is for St. Ives owner, Albert Ward, and the hull is now complete. Every nut and bolt will be included in the kit, according to Treeve.

One of the firm's directors, Rob Lello, told *Fishing News* that it is now working on a 26ft. long gaff-rig cutter based on Cornish lines. C-Flex flexible GRP planking was used to mould the hull and the privately-owned craft will have a 33ft. timber mast and 18ft. bowsprit.



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Container system for mackerel

MACKEREL landed at Plymouth is to be handled using a container system.

The firm of Donnan has ordered 14 containers — ten one-ton and two half-ton capacity models plus two specials. The special containers will have hopper bottoms to feed a Baader mackerel grading machine.

At present the grader is being fed with 50-kilo boxes and is working under capacity. With the hopper containers fixed in position, it is hoped to speed up feeding the machine which can grade up to 12 tons an hour.

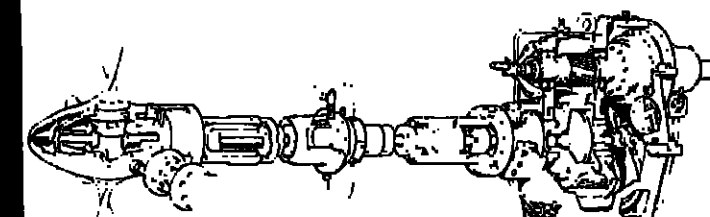
Donnan's containers will be fitted with stainless steel 'bomb-doors' for speedy emptying.

The containers, which knock-flat for transporting when empty, are being supplied by Thornton's J.B. Containers Ltd. of Henstridge, Somerset, and were featured in *Fishing News* Fish Handling supplement on September 30.

This is the first time the Thornton system has been used to handle fish. The White Fish Authority has expressed interest in the steel frames and GRP panels slip together to form the containers which will hold liquids and can be hosed cleaned.

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COSALT

BRANCHES THROUGHOUT
THE UNITED KINGDOM

Grimsby firm gears up South west

A NEW range of fishing gear and equipment is now within easy reach of Devon fishermen.

By moving into booming Plymouth with the takeover of Plymouth Ropes in August, Cosalt Ltd. has plugged an important gap in its operations. Previously there had been no branch between Lowestoft and Newlyn in Cornwall.

Under new manager Alan Nute, the branch is already getting heavily involved in the supply of trawling and shellfish gear covering an area from the Tamar to Portsmouth.

Bridles

A specially designed range of mackerel trawls for the Westcountry has recently been introduced, single or pair fishing for boats from 180 — 1000 hp.

The branch also provides the only service in the area for making up bridles and warps.

On the demersal fishing scene, the Cosalt range of high-lift Concord trawls are making a big impact on Westcountry fishermen, especially in Plymouth. These trawls are claimed to be giving a considerable reduction in fuel costs.

While high-lift trawls are usually designed for operation on smooth ground, good results have been obtained on fairly rough grounds with rubber groundrope or bobbin gear.

Tank trials

There are four trawls in the Concord range for boats starting with a minimum of 70 hp, 90 hp, 200 hp and 300 hp. On recent White Fish Authority Dume tank trials, a headline height of 4.8 metres was recorded with a Concord 75 trawl suitable for boats with a minimum 90 hp on tap.

In the high-lift trawl range, Gourcock wing trawls have

been in big demand, especially at Looe, Cornwall. Over 50 of these trawls have been sold in the Westcountry where fishermen fit them with their own rubber disc groundrope. One interesting development that has taken place with the Gourcock 520 trawl is its use for seining by well-known Plymouth skipper, Fred Ivey, on his boat *Atlantis*.

Netting

Apart from made up trawls, the Plymouth branch also stocks polythene and nylon sheet netting as well as panels for purse seines.

With Plymouth now the major landing centre for the boom south-west scallop fishery, Cosalt is handling a range of dredges which have been found to operate particularly well on very rough ground. These dredges are produced by West Key Dredges of Newhaven, Sussex.

The needs of the expanding south west crab fleet are also taken care of at the Plymouth branch. Crab pot netting, Viking and Alfredale leaded ropes are supplied. Cosalt also acts as distributor for the Seamarine range of buoys, floats and fenders produced in Norway.

Jetty

The setting up of the Cosalt operation at Plymouth is seen as complementary to the branch at Newlyn in Cornwall which has been established for over half a century.

To many folk it's still spoken of as the "great Grimsby" or the "salt and tan" from the days when it was the Great Grimsby Coal Salt and Tanning Co. Ltd.

It is now looking forward to new development, with the building of a 750 ft. jetty in the centre of the harbour to serve the increasing demands for mooring space.

Henry Corin, 53, became manager about a year ago and has given a working lifetime of 40 years to the firm.

Long-service is a feature of Newlyn, for his assistant manager Warwick James has been at Newlyn for 45 years.

Mr. Corin stresses the building up of a relationship with fishermen and the local people over the decades, and today with the arrival of the Scottish, north and east coast boats, there is fresh work from the mid-water trawlers and purse seiners.

If the oil boom comes to the south-west a whole new scene could open up.

Nets and ropes, flares, boots and protective clothing... the stock of a ship's chandlers seems endless.

Liferafts

They also cope with the demands of the local quarries, and local tin mines of South Crofty and Geevor, with picks, tools, rope and gear.

Cosalt service the RFD and Beaufort liferafts at Newlyn, Brixham, Looe and Mevagissey.

Thousands of "Cornish style" fishermen's smocks, 100 per cent sailcloth, made by local people and turned out in 11 different shades, are exported to New York and California.

The herring and pilchard nets are no longer "barked" at the side of the store, but a new enterprise is the manufacture of Venetian aluminium blinds on the premises.

Future

"At the moment it has been a good year," says Mr. Corin. "There is no doubt about that."

At the moment the mackerel boom — with its export demand throughout the Continent — holds sway, but the near future will bring a car and lorry park for the fishing industry just across the road from Cosalt.

It will bring a much-needed facility to the fishermen — and bring them right to the front door.

Never on a Sunday

THE OWNER of a westcountry fish factory is protesting about a planning ban which means that his workers cannot process crabs on Sundays or after 8pm the rest of the week.

Ray Petipher has been running his business at Polean, Cornwall, for six years, but the trouble was that he did not apply for change of use to the council.

Two years ago he realised his mistake and was told by Caradon District Council that his application was approved in principle, but there would be provisos.

It is the Sunday stipulation which is annoying Mr. Petipher. "A large proportion of the crab catch is made by fishermen who are Plymouth Brethren — and their religious beliefs do not allow them to work on Sunday," he said.

"Because of this they deliver their catches to the factory on Saturday evenings and we must process it on Sunday. Often it is necessary for us to work to 10pm at least."

When the wrangle began two years ago residents of a nearby council estate, on the slopes of a hill above the factory, opposed the planning application because of noise and smell.

Mr. Petipher rallied support from fishery organisations and the Ministry of Agriculture and Fisheries, and received permission if he overcame the "more objectionable problems".

Jack Harcombe, the council planning officer, said: "Work, including collection to the main sewer, has been carried out by Mr. Petipher and we could issue an approval notice. But he is now claiming that part of the conditions are unreasonable and unacceptable and has indicated that he will appeal if they are imposed."

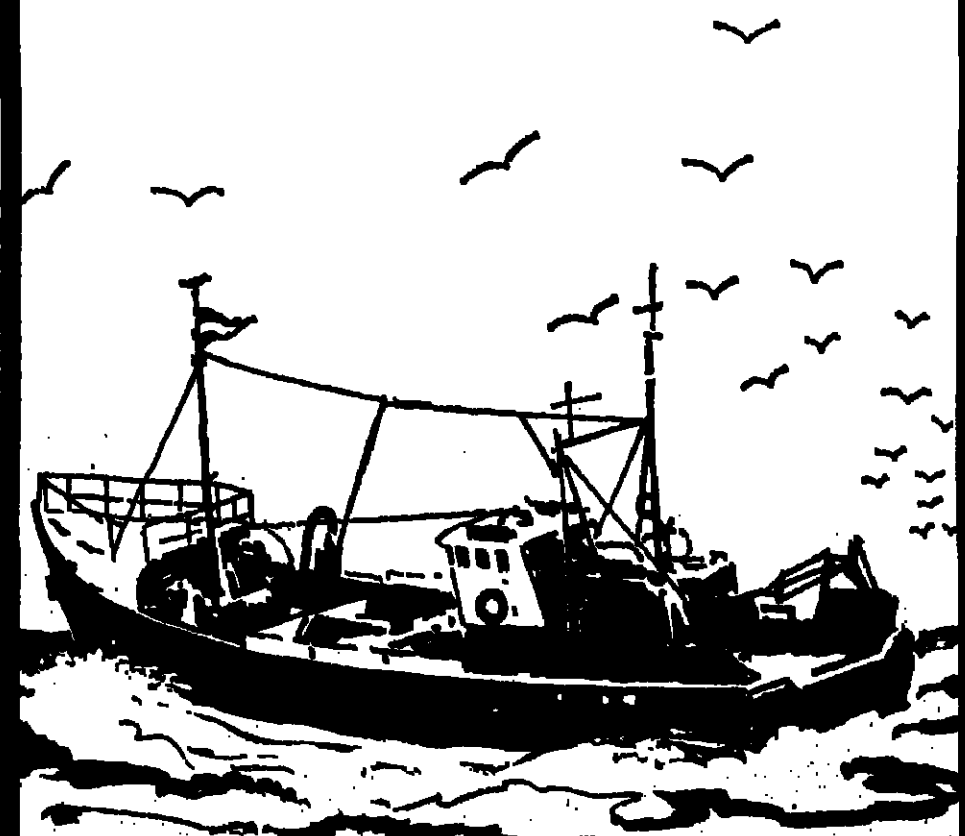
The council has already removed stipulation which Mr. Petipher was likely to contest — that before processing crabs must not be stored outside the factory.

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The present harbour at Newlyn

SECRET BALLOT

Only one vote against £1m dock

OVERWHELMING support came from the boat owners of Newlyn earlier this month for a £1 million harbour development scheme.

The scheme was explained by about 100 men by the Newlyn pier and harbour commissioners and their experts.

Then, in a secret ballot, the Commissioners' decisions were supported when boat-owners voted 81-1 to back it.

The project, regarded by many as of great importance to the fishing industry of the south-west, involves the building of a jetty in the harbour and reclaiming land in its first stage.

But because an objection had been received, a special meeting of boat-owners and fishermen was called.

It is hoped that stage I will start soon after Christmas and will be completed in two years.

The objector, although represented, was not present. The new jetty, explained Edwin Gifford of a Southampton firm of consulting engineers, is 750ft. long.

It would run into the harbour parallel to this quay, from the ice-works side of the present fish market.

"It is relatively small in relation to the whole size of the harbour, and will be surrounded by boats. People will see boats and not the jetty, and it will be the same height as the present quay."

From a fishing point of view the fishermen will be able to land right up to the new market (stage 2) at any

state of the tide," he said. With dredging there would be deep water landing for boats.

The plan also includes the infilling of Keel Alley which will provide a dry boat store at a slightly lower level from the road.

The reclaimed land opposite the Cornish Cammies and Cosalt buildings will provide car and vehicle parking exclusively for the industry.

The alternative, put to the meeting, was for the land to be reclaimed between the present fish market and the North pier... or for both to be rejected.

Prepared

Harbour commissioners chairman Charles Le Grice explained to the meeting that the Act of Parliament had been prepared and the financial and legal aspects were settled.

The only thing delaying the scheme was one person's objection, but the objector had agreed that if 50 per cent of the boat-owners wanted it then this would be withdrawn.

If the objection was not withdrawn there would have to be a public inquiry and the

whole scheme would be delayed by a year and might cost £100,000 more.

Commissioners vice-chairman, Simon Bolitho, confirmed to the meeting that the development was financially sound, and may only involve an increase in landing dues from 2p to 24p in the £.

Seventy per cent of those attending were members of the Newlyn and District Fishermen's Association, and secretary Daphne Lawry said the group was fully behind this scheme.

"Even if the industry stays static we need this," said Mrs. Lawry.

Salvesen set-back

THE Salvesen warehouse at Milbay Dock, Plymouth, which was burnt out in a fire last week, *Fishing News*, October 21.

The warehouse was leased to Plymouth Fish Selling Co., which is part of Salvesen.

Damage adds up to an estimated £120,000 set back for the firm.

TOP LANDINGS LAST WEEK

HUMBER VESSELS DUE

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Ukhopoli: Nine trawlers, 80 tonnes; seven pursers, 100 tonnes; home market at £20.80/£44. Mixed in size. 280/490 per 50 kg.

Stornaway: Six trawlers, 19 tonnes; one purser, three tonnes. Home market at £20/£25. Slightly mixed to very mixed in size.

HERRING REPORT

Ullapool: Nine trawlers, 80 tonnes; seven pursers, 100 tonnes; home market at £20.80/£44. Mixed in size 280/490 per 50 kg.

Stornoway: Six trawlers, 19 tonnes; one purser, three tonnes; home market at £20/£25. Slightly mixed to very mixed in size 520/530 per 50 kg.

Ullapool: Six trawlers, 21 tonnes; one purser, two tonnes; home market, 15 tonnes at £20/£25. Canned, eight tonnes at £20/£25. Slightly mixed to mixed in size 290/620 per 50 kg.

Stornoway: One purser, one tonne; home market at £20/£25. Canned, 500 per 50 kg.

ban: Two trawlers, 18 tonnes:
omemarket at £37.30. Mixed in
70.

Makahi: 14 trawlers; 74 tonnes; one purser; 17 tonnes; home market at \$20/220. Slightly mixed to very mixed in size. **Uluapoi:** Nine trawlers, 80 tonnes; seven pursers, 100 tonnes; home market at \$20-80/440. Mixed in size. **Snowcray:** Six trawlers, 19 tonnes; one purser, three tonnes; home market at \$20/220. Slightly mixed to very mixed in size. **Shrimp:** One purser, 16 tonnes; home market at \$80 per 50 kg.

PRODUCT NEWS

MAKING WASTE USEFUL

A large, industrial machine, likely a press or mill, with a heavy frame and various mechanical components. The machine is dark and appears to be made of metal. It has a large, rectangular body with a smaller section on the left side. There are several bolts and fasteners visible on the surface. The machine is mounted on a base, and there are some pipes or hoses connected to it. The overall appearance is that of a well-used, heavy-duty piece of equipment.

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26' Beam x 12'-3" deep.
Engine situated forward or aft up to 1000 B.H.P. with C.P.
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Fishroom lined with G.R.P. up to 145 cu. m. In addition there are
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